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No. 27 AUGUST, 1956

Published first Thursday in every month

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Associated Press

The Portuguese Naval Barque "Sagres" leaves for Lisbon in the 800-mile International Yacht Race

Drafting Forecast

PORTSMOUTH COMMAND

FOR GENERAL SERVICE

August 28, 1956: H.M.S. Wakeful* recommissions for Service in Mediterranean and Home Fleets (12 months' commission).

August 28, 1956: H.M.S. Warrior* recommissions for Service in Mediterranean and Home Fleets.

August-September, 1956: 891, 898, and 820 Squadrons form for Service in H.M.S. Bulwark.

September 4, 1956: H.M.S. Protector* recommissions for Service in South Atlantic.

September 11, 1956: H.M.S. Ceylon* commissions for Service in Home Fleet / Mediterranean / South Atlantic.

October, 1956: H.M.S. Lynx (new A.A. Frigate) commissions for Service at Home and South Atlantic.

October, 1956: H.M.S. Carysfort commissions for Service in Mediterranean and Home Fleets.

November 2, 1956: H.M.S. Dainty commissions for Service in Mediterranean and Home Fleets.

VISIT OF UNITED STATES FLEET

Statement by Rear-Admiral K. M. McManus for 'Navy News'

AS COMMANDER of the 1956 Midshipman Practice Squadron, I am most happy to extend greetings to our friends in the Royal Navy and to the people of Portsmouth. Your courtesy and hospitality in receiving us adds immeasurably to the happy times we always enjoy when visiting Great Britain.

For many of us this is in the nature of a homecoming. Many of the officers and men in our ships called in Portsmouth and other British ports last summer. Some of us had the privilege of visiting Britain during the bad years of the last war, and came to appreciate the courage, tenacity and steadfastness of the British people under great stress. It is a real pleasure to return in these happier times and to be able to renew old friendships and establish new ones.

The Royal Navy and United States Navy have been brothers-in-arms for many years, and, within the lifetime of many of us, have worked as a team in three wars to defend the cause of freedom against those who hated freedom. Because of this we are glad to have this opportunity to have our

midshipmen meet you and to further cement the ties of mutual respect and friendship between our countries. We are most happy to be here.

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AUGUST 4th - 6th

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Navy News

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EDITORIAL

"FAMILIES' DAY" is becoming increasingly popular in ships and establishments and the response from the wives and families has been most encouraging. A revolutionary step has been taken this year by inviting families for a short sea passage on board ship. We regret that the accounts of the Families' Day in Tyne and Apollo were received too late for publication, but we are sure that this is an excellent way of encouraging family interest in the Royal Navy. Officers and men of the ships concerned enjoyed showing their folk around the ship at sea, and the hospitality was greatly appreciated by all their guests.

With our amalgamation of the Plymouth Command, contributions are now pouring in and we deeply regret that we have not been able to publish all the material sent. It would be a great help to the editorial staff if the articles could be condensed to about 300 or 400 words, and if the material could be in our hands by the 21st of the month.

We give all visitors to Navy Days a very sincere welcome and hope they have a very happy and enjoyable time.

Ship Managers' Courage Wins George Medal

THE AWARD of the George Medal to Mr. Robert Railton Joicey of Runnymede Road, Ponteland (Northumberland), Ship Manager of Messrs. Vickers-Armstrongs Naval yard at Newcastle-upon-Tyne, was announced in the *London Gazette* early this month.

When a fire occurred in the after magazine of H.M.S. Eastbourne, under construction at the yard, on February 20, Mr. Joicey damped his duffle coat and wrapped his face in a scarf to search for men thought to have been trapped below decks.

Despite dense smoke and burning rubber fumes, he made a systematic search of the mess deck above the magazine, groping with his hands at deck level for bodies at the same time until he found four workmen, whose clothing was alight.

Forming them in a single file, he led them through the smoke and flames to the upper deck. After they had reached safety, Mr. Joicey went below again, but was unable to get through the hatch of the magazine because of the heat and the volume of hot gases rising from it.

Mr. Joicey showed great presence of mind and leadership in getting the men away from what would have been a potential death trap had the fire assumed large proportions, and determination and courage under the dangerous and nauseating conditions produced by a combination of heat, smoke and fumes.

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A.F.O.'s of Interest

A.F.O. 1750/56.

Wearing Crash-helmets by Motor-Cyclists

NAVAL AND Royal Marine Motorcyclists who are provided with service crash helmets for wear on duty may now be permitted to wear them when motor-cycling off duty, whether in uniform or civilian clothes.

Detailed regulations are contained in the above order.

A.F.O. 1418/56.

Revised regulations on punishments for leave breaking and improper absence

AMONG MANY amendments to the existing orders which are introduced by this A.F.O. is the change in the scale mutets of pay for leave breaking. The previous orders, whereby every leave breaker is muleted one day's pay for each three hours or part of three hours for the first 36 hours of improper absence, and for the remainder of such absence one day's pay for each six hours or part of six hours, have been changed, and the scale is now one day's pay for each period of six hours or part of six hours for the first 72 hours of improper absence, and one day's pay for each period of 24 hours or part of 24 hours for the remainder of such absence. Where absence does not exceed three hours the mulct is restricted to half a day's pay.

A.F.O. 1795/56.

Temporary reduction of period of whole time service of National Service Artificers

AS A temporary measure all National Service Shipwright Artificers and Ordnance Artificers (but not Electrical Artificers) will in future on completion of 18 months' service be transferred to the Reserve for part-time service. Similarly Engine Room Artificers who have obtained boiler room

watch keeping certificate or have passed Senior Basic I.C.E. course will serve for 18 months only.

These ratings will be required to complete a full 5½ years' whole-time plus part-time National Service under the National Service Acts.

A.F.O. 1683/56.

Tropical Evening Rig for Chief Petty Officers.

AT THE discretion of Commanding Officers, Chief Petty Officers may now wear an evening rig of white mess jacket and evening tie at organised evening social functions in H.M. Ships or establishments, other service messes and civic functions.

Full details are contained in this A.F.O.

A.F.O. 1653/56.

Admiralty Committee on Rating Structure

AN ADMIRALTY Committee with the short title of C.R.U.S.T. has been formed to consider if and in what way the present rating structure of the Navy can be reformed, from the point of view of greater efficiency, the morale and interest of ratings and particularly with the possibility in mind of reducing the complements of ships.

A.F.O. 1360/56.

Reports by General Service Ratings for choice of Depots

IN ORDER to gain an idea of the future number of men opting for Portsmouth, Devonport or Chatham when the new drafting system comes into force, it has been decided that men already serving who wish to select a depot other than their present home port should do so now.

Ratings wishing to change their depots have to forward application to reach the Commodore of their present depot by September 1, 1956.

"Reach for the Sky"

SINCE THE Battle of Britain Douglas Bader's name has been a by-word for Courage. Now that his life story has been filmed, millions will admire his successful fight to live a normal life despite the loss of both legs.

Few know that Bader is one of the leaders of the British Limbless Ex-Service Men's Association—BLESMA—which, formed between the two world wars, has grown steadily until there are now 119 branches, situated in the chief centres of population.

Limbless men and women do their utmost to overcome their disabilities, and to lead normal lives. It is a measure of their independence and ability to play their part in the life of the nation that so few people know of their Association. BLESMA members do not make a fuss over the loss of an arm or a leg, or even both arms (there are 72 of these men and women), or both legs (over 1,000 of these), but have banded themselves together to help one another. The objects of BLESMA are, to promote the spirit of comradeship, to look

after members' welfare, and to serve as a watch-dog over the Government by ensuring that the needs of the limbless are met with regard to pensions and artificial limbs, for example. The work of every branch is done by the limbless men themselves. Those who are able help those who are less fortunate, and here lies BLESMA's strength, for needy members are aided, not by outsiders, but by comrades, suffering the same pain, the same discomfort, and the same sense of frustration on occasions.

However, the members of BLESMA are not too proud to accept a helping hand, and are always glad when others take an interest in local branches. There may be a branch near your establishment and, as all members have themselves served in the Forces, they would be very glad of any contact with present serving members. Can you do anything about it?

The Editor would be glad to give information of a Branch of BLESMA in your area.

Helicopter Rescue of Norwegian Crew "Dovrefjell" Awards

TWO HELICOPTER pilots have been awarded the M.B.E. for their part in the rescue of 50 officers and men from the Norwegian motor vessel Dovrefjell when she was wrecked on the Pentland Skerries on February 3, 1956. The story of this exploit was told in the March issue of NAVY NEWS.

One of these pilots, Lieut. J. R. Palmer, R.N., of Auckland, New Zealand, in spite of a 45-knot gale and heavy seas breaking over the wreck, made a bold, and as events proved, correct decision, that winching could be carried out and he initiated the rescue work. Lieut. Palmer and the other pilot, Mr. R. H. Williams,

Senior Commissioned Pilot, R.N., of Fishguard, Pembrokeshire, made eight rescue sorties each. Hovering 50 feet above the wreck in the prevailing conditions required determination of the highest order and great precision in the handling of the aircraft.

Air Crewman I. A. Japp, of Ballinlary, Fife, and A.P.O./Tel. R. Moneypenny, of London, each received the Queen's Commendation, as crew of the helicopters, for their share in the rescue. Both displayed great skill and judgment in conning their pilots and in winch control, resulting in the lifting of 41 apprehensive seamen without mishap.

H.M. Ships to visit Australia during Olympic Games

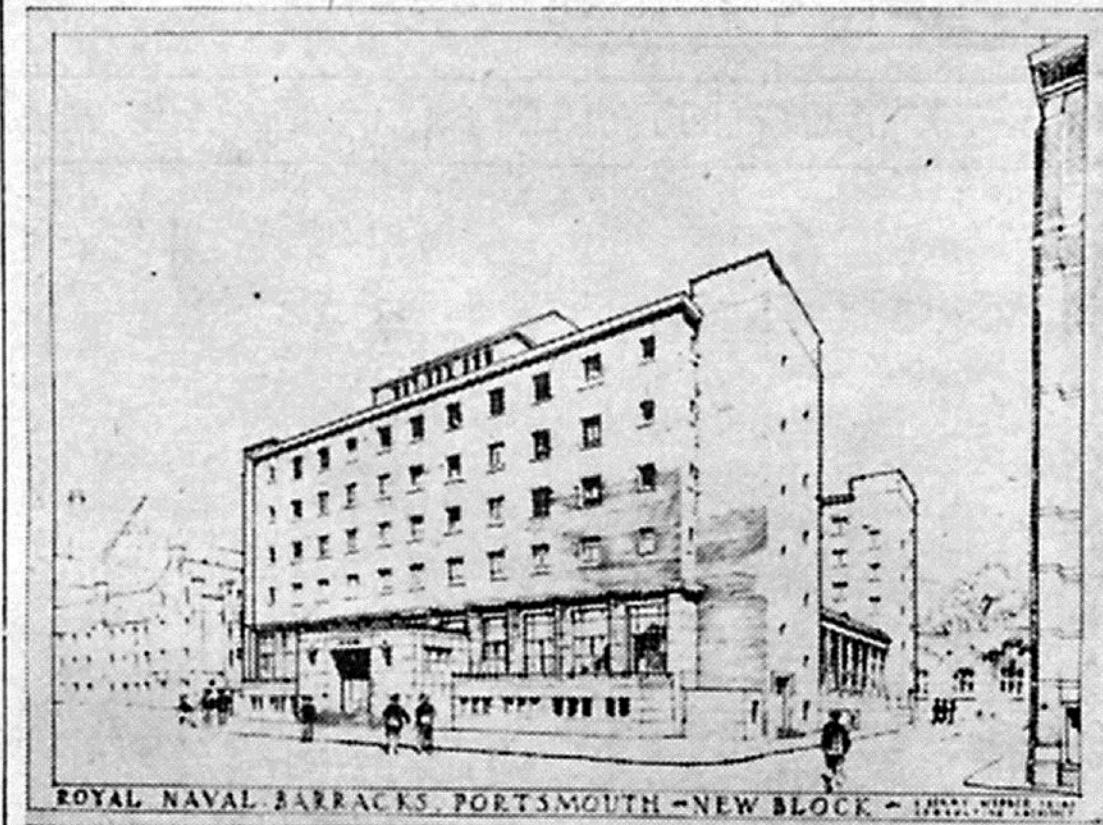
IT IS intended that ships of the Royal Navy shall visit Australia during the period of the Olympic Games later this year.

The ships will be drawn from the Far East Fleet and will be the cruiser Newcastle and the destroyers Cockade and Consort. They will arrive at Mel-

bourne on November 21 and remain in Australia until December 10, when they will sail for visits to New Zealand.

The Flag Officer Second-in-Command Far East Station (Rear-Admiral W. K. Edden, C.B., O.B.E.), will fly his flag in H.M.S. Newcastle.

New C.P.O.'s Block, Royal Naval Barracks, Portsmouth



THE BUILDING of the new Chief Petty Officers' Block, begun last month, has created an unusual scene on the parade ground and the old Bandstand Green. A Stalag-like wire fence has been erected round the site to contain the builders' materials, and the sound of pneumatic tools competes with the orders and cries of encouragement of those drilling on the parade ground.

The building has been designed by the well-known architect Mr. Barry Webber under the direction of the Admiralty Civil Engineer in Chief, Mr. M. E. Adams.

It has been necessary to remove a large area of concrete some 7 feet deep which formed the base of a flagstaff, and also the concrete base of the old X-ray hut, before excavation of the

basement, which has been completed.

The block, which will cost an estimated £300,000 will consist of six storeys excluding the basement. It will have lifts to all floors, an ultra-modern galleys and storage spaces, and well laid out lounges and bar, in addition to TV and billiards rooms.

Sleeping accommodation will consist of 174 single cabins, all fitted with H. and C. running water and decorated in attractive pastel shades, on the middle four floors with 3 and 6 bed dormitories on the top floor.

The Civil Engineer Manager's departmental piling team has begun driving concrete piles for the foundations and building proper is expected to start early next year. It is hoped the block will be completed towards the end of 1958.

Busy Day for Naval Helicopter Ambulances

HELICOPTERS OF 705 Squadron, based at Lee-on-Solent were called away twice on Saturday July 7, to act as ambulances in cases of serious illness.

At approximately 1.15 p.m. a telephone call was received from the Infectious Diseases Hospital, Milton Road, Portsmouth, asking if a helicopter could be made available to transport a patient suffering from poliomyelitis from St. Mary's Hospital, Newport, Isle of Wight, to the Portsmouth Hospital. Twenty-five minutes later a Whirlwind took off, piloted by the Commanding Officer of No. 705 Squadron, Lieut.-Cdr. G. C. J. Knight, R.N. The patient and Dr. Sandiford were picked up at Newport and taken to Portsmouth.

At 4.15 p.m. on the same afternoon, Dr. Heron of the Royal Victoria Hospital, Boscombe, Bournemouth, telephoned to ask if a helicopter could transport a sick girl to the Radcliffe Infirmary Hospital, Oxford. The girl was suffering from a rare blood disease and it was essential to convey her to the hospital at Oxford with the minimum delay. A Whirlwind piloted by Lieut. J. G. Brigham was sent to Boscombe and landed in King's Park near the hospital; thence the patient, accompanied by Dr. Williams, was flown to the hospital at Oxford, landing in the New College grounds. On the return trip the weather closed in at Lee-on-Solent; the aircraft was diverted to Eastleigh where it remained for the night.

H.M.S. Amethyst

HERBERT WILCOX has obtained from the Admiralty a reprieve for H.M.S. Amethyst from the breaking-up yard, for his forthcoming production, "Yangtse Incident," the story of the Amethyst's world-famed adventure in the Yangtse River in 1949.

The Amethyst has for some time been "cocooned" in Devonport and its guns were actually on the point of being dismantled, preparatory to the vessel being broken up. The frigate is now to be "de-cocooned" and will be towed next month to the site of the film's location.

The towing operation will be conducted by Commander John Kerans, D.S.O., R.N., who was commander of the Amethyst at the time of the Chinese exploit.

The Admiralty have also seconded

Commander Kerans to Wilcox to act as technical adviser throughout the production and to ensure complete authenticity in the reconstruction of the incident in which the commander played a major role.

The part of Commander Kerans in the film will be played by Richard Todd.

"Yangtse Incident," which was tentatively titled "The Sitting Duck," is scheduled to go into production during the first week in August and will be produced by Herbert Wilcox and directed by Michael Anderson, director of that other outstanding factual action epic, "The Dam Busters," which also starred Todd.

RKO Radio is releasing the picture, the screen play of which is being written by Eric Ambler.

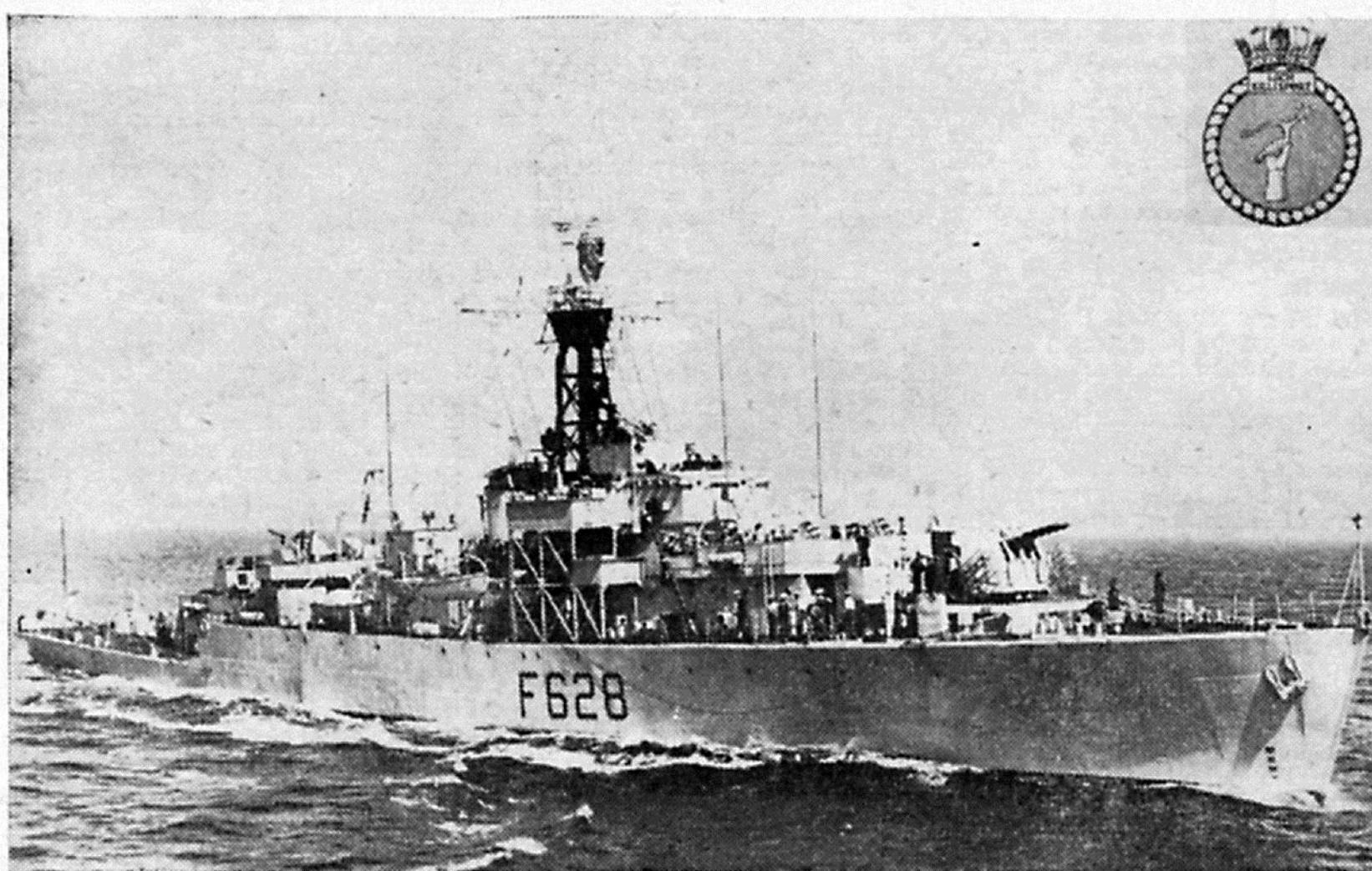
Memorial to Naval V.C. to be Opened

A MEMORIAL to the late Leading Seaman Jack Mantle, V.C., in the grounds of the Royal Naval Hospital, Portland, was officially opened by the Commander-in-Chief, Portsmouth (Admiral of the Fleet Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O.) at noon on Wednesday, July 4. Leading Seaman Mantle was post-

humously awarded the Victoria Cross for his great gallantry while serving as a gunner in the anti-aircraft ship Foylebank, which was sunk during an enemy air attack on Portland Harbour on July 4, 1940. The memorial takes the form of a sun lodge erected by public subscription in the grounds of the hospital.

SHIPS OF THE ROYAL NAVY

No. 11—H.M.S. LOCH KILLISPORT



H.M.S. LOCH KILLISPORT is an anti-submarine frigate of 1,890 tons, specially refitted for operating in the Persian Gulf and East Indies Station. She was built at Harland & Wolff's, Belfast, and first commissioned in 1945. Her time for the next seven years was spent between the Reserve Fleet and the Sixth Frigate Squadron, but in 1953

she was modernised and finally recommissioned in February, 1955, for a General Service Commission, during which she steamed 30,000 miles in 10 months. Whilst in the Persian Gulf she had the good fortune to assist in salvaging the Italian super-tanker Argea Prima near Bahrain. Full details and photograph were included in the

February issue of NAVY NEWS.

On April 10 this year she was once again recommissioned for another Home Fleet/Persian Gulf/East Indies General Service Commission, and will be leaving this country on August 16. H.M.S. Loch Killisport is at present commanded by Cmdr. (P.) G. C. Hathway, R.N.

at 100 m.p.h. or more which hardly applies to most of the readers of these notes.

Reminder—rear lighting

There are still thousands of cars on the road which still have only one rear light. Don't forget that as from October 1, 1956, twin rear lights are compulsory. I suggest that it is time to make arrangements to have this work done, as the police are unlikely to be so lenient as they were last year when reflectors became compulsory. In many cases the old single lamp, particularly the D-shaped rear lamp, does not comply with the regulations and it will be necessary to fit two new lamps and not merely a second one.

"Navy News"
is published on the first
Thursday in each month

'Square Rig' in the Royal Navy

JUNIOR RATINGS, that is, ratings below rank of Petty Officer, of the Supply and Secretariat, Sick Berth and Cadet Branches of the Royal Navy, are to adopt the uniform officially known as Class II and unofficially as "Square Rig" in place of the present Class III, or "Fore and Aft Rig."

Class II rig is the traditional uniform worn by men of the Royal Navy 'dressed as seamen'—the bell-bottomed trousers, jumper with collar, and round flat white-topped cap.

Added Smartness

Recent improvements in the styling and cloth of the "Square Rig" have added to the smartness of the uniform and its adoption by these ratings who have hitherto worn the "Fore and Aft" jacket with black buttons and trousers, and peaked cap with red badge, is considered to add to the status, smartness and efficiency of the lower deck.

The changeover will also simplify production, distribution and administration. The "Fore and Aft Rig" will continue to be worn by Chief Petty Officers and Petty Officers. The uniform of Junior Artificers is under consideration.

New entrants in the named categories will be issued with the Class II rig, but serving men will be allowed up to four and a half years to provide themselves with the new uniform out of their Kit Upkeep Allowance as their existing uniforms require replacement.

SHIPS OF THE ROYAL NAVY

No. 11—H.M.S. Loch Killisport

Please forward one postcard of H.M.S. Loch Killisport as reproduced at the top of this page, for which I attach stamp value 2d. (Use block letters please.)

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Rank or rating.....

Address.....

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Income Tax

TAX RELIEF ON PROPERTY

1. Properties have recently been re-valued by local valuation departments but owners continue to pay tax on the old assessments whilst rates are levied on the new. Is this procedure likely to be maintained?

In the House of Commons on April 19, 1956 the Financial Secretary of the Treasury stated that there is no intention at present to revise the Income Tax assessments on properties by reference to the revised rating assessments.

2. A C.P.O. owning his freehold house assessed at £35 has a private mortgage of £1,000 at 5 per cent. He pays tax on £240 of his pay and allowances. What deduction from repayments is admissible in this case and how is it calculated?

In the case of a private mortgage, relief is obtained by deducting tax at the standard rate on payment of the interest. In the case of a Building Society mortgage or Bank advance the interest is deducted when computing the current year's tax.

If there is any doubt as to whether relief has been given, the matter should be taken up with the Income Tax authority to which the annual return of income is sent.

3. In the first year of payment of mortgage, is it possible to claim relief against current year's tax on interest paid?

Yes. In the case of a private mortgage, relief is obtained by deducting tax at the standard rate at the time of payment of the interest. In the case of a Building Society mortgage or Bank advance the interest is deducted when computing the current year's tax.

If there is any doubt as to whether relief has been given, the matter should be taken up with the Income Tax authority to which the annual return of income is sent.

4. I bought the house in which I live last year. During that time I have had to re-decorate parts of it, and to have some essential repairs done to the fabric. Could you please let me know if I am entitled to any Income Relief for these expenses?

A claim to relief can be made in respect of expenditure on repairs and insurance of the property (excluding contents) in excess of the statutory repairs allowance. Normally the expenditure to be taken into account is the average of the 5 years prior to year of claim, but in the case of newly erected or newly purchased property the claim may be made on the basis of the actual expenditure for each of the first 5 years of ownership. If the claimant does not know the amount of the statutory repairs allowance applicable to his house the Inspector for the District in which the property is assessed will tell him.

5. In the case of a private mortgage, relief is, in effect, obtained by deducting tax at the standard rate on payment of the interest, e.g., in the case in question actual payment would be as follows:

	£ s.
Interest due ...	50 0
Tax at 8/6 in £ ...	21 5

Payment made ... £28 15

Where the taxpayer is not liable at the 8/6 rate of tax this deduction gives him excessive relief but a corresponding adjustment will be made in his Income Tax payments.

In the case mentioned the maximum rate of tax chargeable is 6/9 in the £ so that the correct relief is £50 at 6/9 = £16 17s. 6d. and the taxpayer has therefore over deducted to the extent of £4 7s. 6d. and this would be put

Navy Assists Shipping in the Persian Gulf

ANOTHER FRIGATE of the Royal Navy has assisted merchant shipping on the East Indies Station during the south-west monsoon.

H.M.S. Loch Fyne (Capt. H. S. Barber, R.N.), sent to the assistance of the Swedish tanker Julius, immobilised by engine defects off the Oman Coast in the Persian Gulf, was able to effect temporary repairs and enable this ship to proceed at slow speed towards Bahrain.

The Loch Fyne continued in company with the Julius but a call was received for medical assistance from the United States freighter Steel Worker, one of whose officers was suffering from acute abdominal trouble. The Loch Fyne left the Julius to assist the Steel Worker, who

transferred the sick officer to be taken to Bahrain. Later the Julius broke down again and could not continue under her own power. The Loch Fyne then took her in tow and both ships subsequently arrived at Bahrain. The officer from the Steel Worker was then disembarked for hospital treatment from the Loch Fyne.

Four days ago another frigate, H.M.S. Loch Fada (Cdr. M. L. C. Crawford, D.S.C. and Bar, R.N.) and the Royal Fleet Auxiliary Wave Sovereign (Master: Capt. W. F. Curlett), assisted the merchant ship Corabank when she ran short of fuel near the Island of Socotra at the entrance to the Gulf of Aden; and the R.F.A. Wave Duke stood by another merchant ship, the Incearn, in similar circumstances.

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WRITE FOR PARTICULARS TO ANY OF OUR BRANCHES

Commissioning of H.M.S. Girdle Ness

H.M.S. GIRDLE NESS commissioned for service at Devonport as a guided weapons trials ship on July 24, 1956.

These weapons are extremely complex and the trials of them are necessarily very complex too. In broad terms, the research and development trials are done from shore, some at the Ministry of Supply Research Establishment at Aberporth in Wales, and some at the Weapons Research Establishment in South Australia. The facilities at these two establishments are complementary: there are some aspects of the work which are best done at one place and some at the other. But it has been found from long experience that a weapon system (or a radio or a radar or any other piece of fighting equipment) which works well enough ashore is not necessarily fully suitable for use at sea. It is the function of the Girdle Ness to prove ship-launched guided weapons for service in the Fleet, and, in addition, to gain experience in the handling, maintenance and tactical use of these new weapons. It is plain that she is going to be very busy.

H.M.S. Girdle Ness, who has the hull of a Victory-type merchant ship, was built in Canada as a Landing Craft Maintenance Ship. Since October, 1953, she has been completely stripped and reconstructed for her new role in Devonport Dockyard. Her displacement is 10,000 tons, and she has accommodation for 80 officers and 536 men. Her normal Naval complement is 30 officers and 370 men. The additional accommodation is for the Royal Naval Scientific Service staff and for representatives of the Admiralty, the Ministry of Supply and the firms who have made the equipment, all of whom will be associated with the trials. The guided weapon equipment consists of radars, displays and communications equipment to enable a target to be selected and to control the missiles in flight, magazines and handling gear for stowing and transporting the missiles, and finally a launcher. In addition, there are elaborate facilities for obtaining instrumental data from the trials. Most of the gear is at sea for the first time.

The Girdle Ness is not a warship in the ordinary sense but she is very suitable for her new task. In the early days of guided weapon development, it was appreciated that it would be necessary to have a special ship for sea trials. Studies were made of the possibility of converting a cruiser or carrier, of building a new ship, or of

converting a ship like the Girdle Ness. Warships are designed for particular purposes, and it is rarely economical or easy to convert them for something totally different. The high speed and other attributes of a normal warship were not required for a special trials ship and would be extravagant to run. The Girdle Ness was available, her shape and size were eminently suitable, and in all respects she provided the most convenient and economical solution.

In addition to the normal officers and men which any ship must have to run her, there are many who have been specially trained for the work on guided missiles. Permanently attached to the ship are officers of the Royal Naval Scientific Service, who have the duty of obtaining and processing the data from trials, and of maintaining the instruments used for this purpose. The representatives of the contractors and Government research establishments who have been designing the various component parts of the system will remain on board until it is certain that their equipment is working properly, and that it can be run by the ship's staff. There will be no hard and fast division of work on board: Naval men and civilians will be working in close co-operation throughout.

The trials to be done by the ship are planned jointly by the Admiralty and Ministry of Supply in conjunction with all the interested parties. Trials orders are issued to the ship, who has the responsibility of preparing and executing a detailed programme, and of reporting on the results. These results will be analysed mainly by a special team at the Royal Aeronautical Establishment at Farnborough, although particular aspects may be analysed by the firms or establishments concerned.

With anything as new and as complicated as the Navy's first guided weapon it is not sensible to try to make precise forecasts about the dates by which it is expected that particular results will be achieved. A prolonged period of firings is needed whose nature and duration must necessarily depend on the success of the earlier firings and on the amount of information obtained from them. At this stage, all that can be said is that the design of the new guided weapons ships for the Fleet, the start of which was announced with this year's Navy Estimates, must largely depend on the work done by H.M.S. Girdle Ness.

Penguins Invade British Antarctic Base

THE BRITISH International Geophysical Year base on the antarctic continent at Halley Bay has been invaded by thousands of three feet six inches high Emperor Penguins.

Reports reaching the Royal Naval Bird Watching Society from Surgeon Lieut.-Cdr. D. G. Dalgleish, M.R.C.S., L.R.C.P., R.N., the leader of the expedition, state that some ten thousand birds suddenly walked ashore early in May and established a nesting rookery about half a mile from the base.

In a message sent shortly afterwards, Surg.-Lieut.-Cdr. Dalgleish said that the number of the birds in the colony was continuing to increase daily. He had already recorded their cries on a tape recorder and was hoping to carry out a complete study of their nesting cycle.

The Emperor Penguin is the only bird known to nest on the antarctic continent, where its eggs are laid during the midwinter darkness. The male penguin incubates the egg throughout, often in temperatures of minus sixty degrees Fahrenheit, holding the egg on its flippers to protect it from the ice. During the period of 60-65 days necessary to hatch the egg, the bird goes completely without food.

Other reports have been forwarded to the Society on antarctic birds from H.M.S. Protector, now refitting at Portsmouth after service in the area. Teams of bird watchers on the bridge of the ship kept observation when the Protector called at lonely islands of the South Sandwich Group, rarely visited except by sealers. It is believed that their report on the birds seen and their numbers is probably the first ornithological survey undertaken in the area.

Married Quarters

JULY HAS been a good month and we now have well over 200 new permanent quarters occupied. A start has been made at the ratings' estate at Eastney where the first 16 houses are now occupied by Royal Marines. Another milestone has also been passed in that Brockhurst is the first estate to be completed so far as building is concerned and fully occupied. There will of course be work to do in the autumn in the form of grassing the verges and so on. There are plenty more houses being built on the Gosport site so that those serving on that side will not have to cross the water.

The officers' houses at Drayton are also now coming along regularly and a number have been occupied during the month. Regular completions will help to reduce the roster appreciably. Whilst the present output of new houses for officers of the rank of lieutenant and below is maintained, officers of these ranks are unlikely to be allocated hired quarters. To do so would give them a higher proportion of the total quarters available than their share and they must therefore go to officers of other ranks.

Progress on the 2-bedroomed quarters at Stamshaw (next to Phoenix) and at Gosport continues to be good and in autumn there should be a regular supply of these quarters for those with no children or one only.

It is still difficult to find suitable hirings but the situation may improve in the autumn.

When the statistics of the roster are published at the beginning of August it will be found that there has again been a reduction in the waiting time for all rosters. This is encouraging but the problem will be to maintain it as the volume of applications has increased this year. It would in any case be unwise to expect any further improvement during August as it is always difficult to fix people up during a leave period when so many of them are away.

The old ship's company of Concord will shortly be returning from their foreign service leave and the married men who have been away 15 months or more would do well to remember that they can claim priority in the allocation of married quarters. Provided there is no drafting objection, they can normally be fixed up with a quarter within a month of application.

Arrangements have been made for a special bus service, morning and evening, between the Rowner estate and the Gosport Ferry. It will probably start on Monday, August 13.

MARRIED QUARTERS AT PORTLAND

GENERALLY SPEAKING the married quarters situation at Portland is extremely good and very little waiting time is involved for those fortunate enough to be serving in this delightful part of South Dorset.

At present we are nearing the completion of the 27 Officers Quarters at Verne Road, Rodwell. This estate, which is set in a very convenient residential area of Weymouth about five miles from the Naval Base at Portland, commands fine views of Weymouth Harbour and Bay. The residents of the 100 Ratings Quarters at Wyke Regis, face other directions and have fine views of the West Bay or Portland Harbour, although sometimes it must be admitted that the South Westerly Gales do their best to blow the houses down.

The future building programme at Portland and Weymouth is at present a little uncertain but meanwhile we are forging ahead with the Hiring Scheme and our only fear is that soon we shall have taken into the scheme all the available properties within a 14 mile radius of the Portland Base.

Although a comparatively small unit, we can only boast of 127 Permanent Married Quarters and about 200 hirings, we do pride ourselves on the personal touch we are able to introduce into our dealings with personnel at Portland. The Married Quarters Officer at Portland is always available during normal working hours to advise and assist any prospective applications for married quarters; this sometimes is apt to be an embarrassment as some applicants (happily not many) seem quite unwilling to do anything to help themselves.

It is also perhaps worth mentioning that all officers and ratings are equally eligible whether they are Home Port or Home Sea Service.

Friendly Wives

NORTH END BRANCH

OUR GARDEN Party was held on Tuesday, July 4, at Whale Island. We had been hoping for a fine day, but alas, we didn't get one. However, we were kindly allowed to use the gymnasium and well at the Fisher Hall, so that it was not as catastrophic as it might have been.

We kept to our programme as much as possible. There were a number of sideshows, and Mrs. Dimmock ran some races and games, ably assisted by C.P.O. George and C.P.O. McCann. The winners were Mrs. Day, Mrs. Joyce, Mrs. McBride, Mrs. Brown, Mrs. Wilson, Mrs. Funnell and Mrs. West. The winners of the children's races were:

Under Fives: Derek Way, Vivienne Huntley.

Cinderella Race: Edwin Wilson, Michael Moss.

The Raffle was won by Mrs. Brown and Mrs. Stroud.

Mrs. Casement, our Chairman, welcomed Mrs. Burnett, vice-president of the Friendly Wives in the Portsmouth area, who kindly came to give away the prizes. She was presented with a bouquet by Richard Joyce.

We would like to thank Mrs. Hasty for telling fortunes. She had a continuous stream of people waiting, and it was a very popular item. Our thanks also go to the tea committee whose efforts were much appreciated. We were very pleased to have visitors from the Gosport Branch, and from the Rogate Women's Institute. As the meeting ended the sun came out, so that some members and their guests were able to walk round the gardens which were looking lovely.

We send all our members very best wishes for their summer holiday, and we hope that the weather will be kind. We will look forward to seeing you all again at our next meeting which is on Tuesday, September 4, at the Fisher Hall, Whale Island.

VERNON BRANCH

Annual Garden Party

THE H.M.S. Vernon Branch brought their social activities for the current year to an end on Wednesday, July 11, with their Annual Garden Party, held on the Wardroom Lawn by kind permission of Capt. J. Grant, D.S.O., R.N.

The weather, which has been so fickle this summer, favoured us once again, and about 180 members and guests assembled for the occasion, in brilliant sunshine which showed off the flower beds and colourful dresses to full advantage.

In one corner there was a miniature Fun-Fair, attended by volunteer Wrens and Sailors, which fully occupied the attention of all the children, leaving their mothers free to mingle and to try their skill at various competitions.

By kind permission of Brigadier J. L. Moulton, D.S.O., O.B.E., R.M., Commanding Portsmouth Group Royal Marines, a Royal Marine Band provided suitable background music throughout the afternoon.

Our official guests were Mrs. Winter, Hon. Secretary for the Portsmouth Area, and members of the Southsea, North End and Gosport and Fareham Branches, including Mrs. Tregenna-Piggott and Mrs. Boxer, Vice-Chairmen of the Southsea and Gosport and Fareham Branches respectively.

During the afternoon we were favoured with a visit from Lady Creasy, President of the Portsmouth Area, R.N.F.U.S.W., who was met by Mrs. Grant, and introduced to all the Committee members. Lady Creasy then walked round the lawns and talked with a large number of members and guests. Tea was served by members

of the Tea Committee under Mrs. Merchant. Lady Creasy then gave away the prizes to the winners of the competitions and raffles, after which she was presented with a bouquet by Miss Jane Coxwell.

Prizes, very kindly given by Mess-dames McIntosh, Middleton, Riley and Vass, were won as follows:

Raffle (tickets sold by Mrs. Brewer): Mrs. Packer, P.O. Wren Ivermee, Mrs. Crossland.

Guessing the Number of Sweets (organised by Mrs. Loftus): Nurse Gosling.

Vernon Treasure Hunt (organised by Mrs. Vicary): Mrs. Halpen. Ping-Pong Ball Competition (organised by Mrs. Bird): Miss Diane Bennett, Mrs. Ainsley.

We thank Second Officer Farmer, P.O. Wrens Cahill and Ivermee, Leading Wren Mansell and Wrens Hutchinson and Shearns for looking after the children so efficiently; the Rev. W. H. Browne for making all necessary announcements over the loud speaker system; Commander C. E. Emerson and all in Vernon who contributed to the success of the afternoon.

Other Activities

On Saturday, July 7, members assisted with the sale of flags in aid of the Royal National Lifeboat Institution.

On Monday, July 9, the Chairman and fifteen members had a most enjoyable afternoon as guests of the Southsea Branch at their Garden Party at the Royal Naval Barracks.

The final sewing meeting of the present session was held on July 25.

Future Events

Owing to the leave period there will be no Meetings in August, but we are hoping for good attendances when we resume activities on September 12.

SOUTHSEA BRANCH

THE HIGH-LIGHT of this month's activities was the garden party which was held on July 9, in the Wardroom gardens of Royal Naval Barracks. This generous gesture of the Commodore and officers was very much appreciated by all the members who thoroughly enjoyed themselves in these delightful surroundings. We were fortunate to have one of the very few sunny days which we have had so far this summer. Among the many popular diverting competitions which were held the most entertaining was the hat-making competition. Unfortunately, but it is felt without affecting the final result, Commodore Thompson's creation had to be disqualified, as he was one of the judges.

The guests included Lady Creasy, Mrs. Burnett, the Chairmen, Secretaries and some members from each of the three other local branches and Mrs. Winter, the Portsmouth Secretary. After tea, the arrangements of which were most capably handled by members of the Tea Committee and helpers, Lady Creasy kindly presented the prizes for the competitions to Mrs. Treadwell (hat-making), Mrs. F. Watts (treasure hunt), Mrs. Stannard (weight of cake), Mrs. D. Bartlett (number of sweets), Mrs. Ramsay, Mrs. Haley, Mrs. Bannister and Mrs. D. Bartlett (number of flowers), and Mrs. Pope (tailing the pig).

During the afternoon the band played selections, which added greatly to the gaiety of the Party.

On July 11 several of our members had a most enjoyable afternoon at Vernon Garden Party.

Our next meeting takes place on September 10, at 2.15 p.m., at the Victory Hut, Royal Naval Barracks. Information on membership can be obtained from: Hon. Secretary, 28, Grant Road, Farlington. Tel. No.: Cosham 78081.

H.M.S. Whitby

H.M.S. WHITBY, the second of the Whitby Class Frigates to be completed, was accepted by the Royal Navy on July 19.

The Whitby was launched in July, 1954, by Mrs. Noble, wife of Cdr. Allan Noble, D.S.O., D.S.C., M.P., the then Parliamentary and Financial Secretary to the Admiralty. The hull builders and main machinery contractors are Messrs. Cammell Laird & Co. Ltd., of Birkenhead.

Frigates of this class contain the latest equipment for locating and destroying submarines and have facilities for directing anti-submarine aircraft. The armament consists of a twin 4.5 in. gun mounting and a twin-barrelled 40 mm. anti-aircraft

gun. For anti-submarine action there are two three-barrelled mortars. Two twin and eight single torpedo tubes are also installed.

Highly manoeuvrable, and designed to maintain high speed in heavy seas, the Whitby is also extremely economical in fuel consumption at cruising speeds. She has twin screws and rudders and is powered by geared turbines built by Cammell Laird & Co. Ltd., to a design by the English Electric Co. Ltd.

H.M.S. Whitby is prefabricated and all-welded: the dimensions are—length (extreme) 370 ft., length (b.p.) 360 ft., beam, i.e. breadth extreme, 41 ft. The normal peacetime complement is nine officers and 180 men.

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New Pensions Measures

I WOULD appreciate a reply on the following queries re pension.

My father was pensioned in 1930 (22 years) holding the rating of C.E.R.A.

To my knowledge two increases of pension have come about since that date, so could you please inform me what his present scale should be.

I have heard that should a pensioner, in his new employment, be in receipt of a wage exceeding £550, he is not eligible for increase.

As he is now retired and consequently in receipt of less, would he now be eligible?

Answer: In reply to your letter of June 19, I cannot do better than quote from the remarks on your query made by the Admiralty Department concerned:—

"The New Pensions (Increase) measures, which are applicable from April 1, 1956, remove the limitations on the amount of income qualifying for increase. This means, in effect that Old Code pensioners who have hitherto been debarred from Pension Increase because they were outside the income limits will, provided they are over age 60, now receive whatever increases are due to them as well as a further small increase (generally 10 per cent. of the basic pension).

You will appreciate that as some tens of thousands of pensioners are concerned it will necessarily take us some time to put the revised payments into effect. We have in fact told all pensioners that action will be taken without application to pay the increases to all those entitled to them and that it will only delay matters if they write to us.

At the moment when we are in the midst of the exercise, some search would be necessary to ascertain the

actual amount that an individual will receive but your correspondent can rest assured that payment of any increase due, with retrospective effect to April 1, 1956, will be made as soon as possible."

Re-engagement

WOULD YOU please assist me with the following couple of queries that I have?

I left the R.N. in February, 1949, having completed time for pension, I rejoined in July, 1951, under the one-year non-continuous service scheme, I signed for a further year in July, 1952, and again in July, 1953, in January, 1954, I signed to complete a Fifth Five.

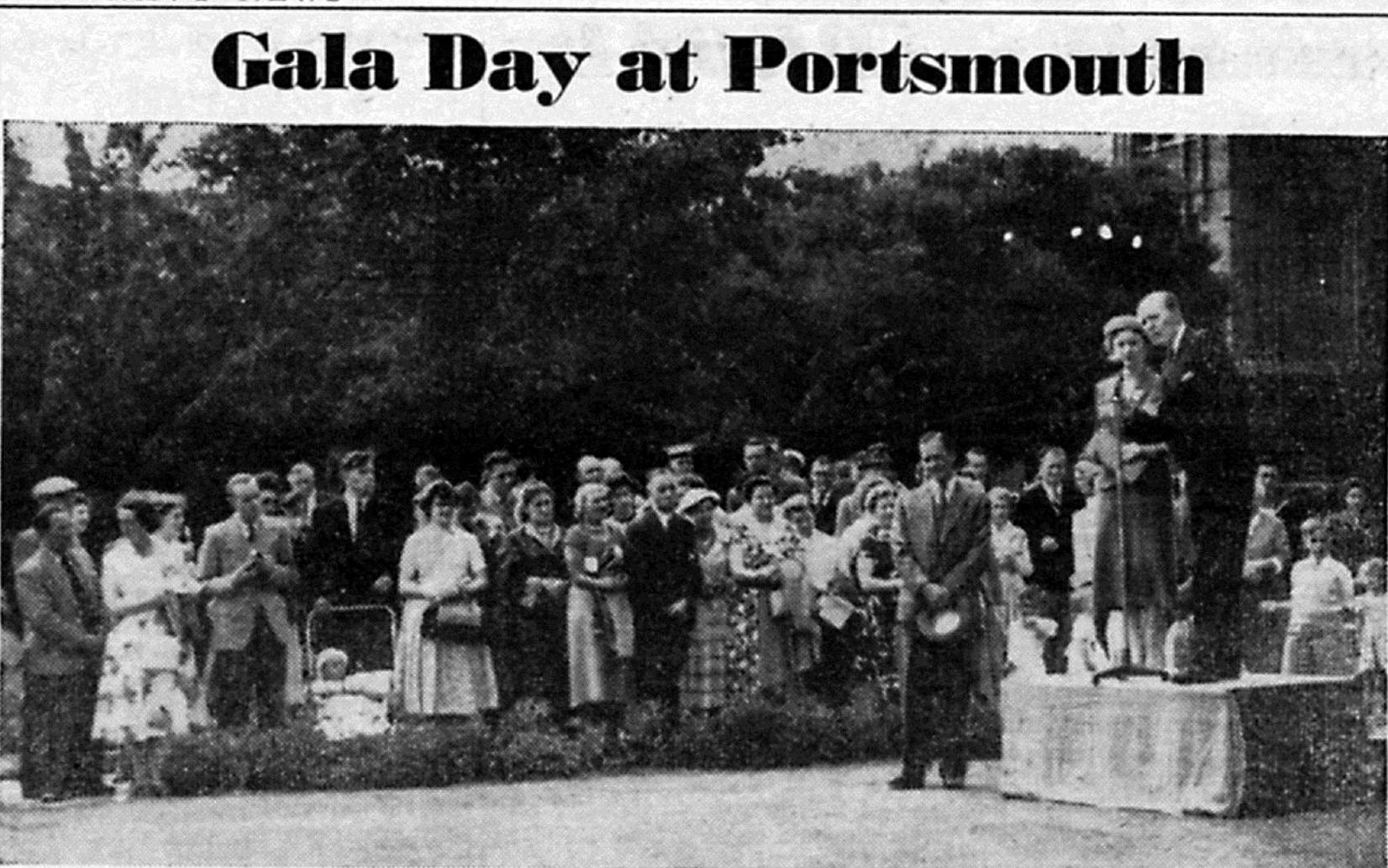
(a) Does my time expire in January, 1959.

(b) Must I serve the period not completed on my one-year engagement signed for in July, 1953.

(c) I am drawing the 1956 scale of pay, am I entitled to the 1956 scale of pension and gratuity.

(d) Having drawn pension from 1949 until January, 1954, does my time served before 1949 count towards pension with my present time serving, Thanking you.

Answer: In reply to your letter of July 13, (a) your time will expire in January, 1959, on completion of present Fifth Five engagement. (b) This engagement terminated the non-continuous service engagement on which you were serving and you do not have to complete the period of the non-continuous service engagement. (c) You will be entitled to the 1956 scale of pension and gratuity after completing three years of your present engagement. (d) All your former continuous service time and the period of your present engagement will count to your new 1956 scale pension.



David Nixon speaking at the R.N.B. Gala Day

ON WEDNESDAY, July 18, 1956, the annual Gala Day was held in the Royal Naval Barracks. It was more than just a Gala Day. Indeed it was a sports day, grand fete and bazaar, all rolled into one. A more appropriate name would perhaps be "Families Day." This was a day, the only one in the year, when practically the whole of the Royal Naval Barracks was open for inspection by families and friends of officers, ratings and civilians employed in R.N.B.

There was a very full programme which was started by the ready wit of Mr. David Nixon and the charm of his lovely wife, Miss Paula Marshall, performing the opening ceremony.

The Children's Races were thoroughly enjoyed by a large number of children and their proud parents. Winners of two children's races for the under-threes and those between three and eight received an extra-special prize because they were both born at the R.N. & R.M. Maternity Home, Clifton Road, Southsea, and, as the judges said, "had got off to a good start."

There was plenty to see and do in the beautiful Wardroom gardens so

carefully tended by Mr. Fred Waine, Head Gardener. Two marques contained the fruit, flower, produce and handicrafts competition where some remarkable efforts were exhibited, notable amongst which were some from the boys and girls of the R.N. & R.M. Children's Homes at Waterlooville. A number of these won prizes.

Fun was fast and furious at the specially constructed stage where Mr. David Nixon caused much amusement judging the "trim ankle" competition. No fewer than five heats were held before Mrs. Kathleen Whitlock, wife of the Commissioned Boatswain, was announced the winner. Miss Paula Marshall found her task of selecting the man with the knobbiest knees much easier as the men were noticeably more shy than the

ladies. The winner was Mr. J. Ollington.

Throughout the afternoon the R.M. Band played selections on the lawn while the amusements and sideshows were kept busy by both children and grown-ups.

An excellent tea was provided for officers and their guests in the Wardroom, whilst ratings, civilians and friends were well catered for by N.A.A.F.I. in the respective messes, cafeterias and the Main Canteen.

After tea the final of the tug-of-war took place on the field gun track. This was followed by a field gun display by H.M.S. Victory and H.M.S. Vernon Boy Cadets. A fitting finale was Beating Retreat, most impressively performed by the Royal Marine and Bluejacket Bands specially combined for the occasion.

Royal Hospital School Old Boys' Association

THIS ASSOCIATION was formed at Greenwich in 1925 by the then Superintendent of the Royal Hospital School—Rear-Admiral L. R. Oliphant. It has as its objects keeping Old Boys in touch with their School. Branches have been formed at both Chatham and Portsmouth and Old Boys are sure of a welcome at either Branch. Enrolment forms and full particulars can be obtained from the Branch

Secretaries or from Mr. R. D. Palmer, 34 Lyndhurst Road, North End, Portsmouth. The annual subscription is only five shillings.

One outstanding event is the Annual Reunion Week-end at the School when Old Boys compete against the Present Boys at cricket, shooting, swimming and rowing. Those eligible for membership are urged to write to Mr. Palmer NOW.

Pressure on our space this month has prevented the inclusion of some of our regular features. These will appear in our future issues.

BISLEY 1956—Plymouth command wins Portsmouth Cup



ADMIRAL OF the Fleet Sir Rhoderick McGregor, G.C.B., D.S.O., presents the Portsmouth Cup for Rifle Team Snap-shooting to the Plymouth Command "A" team, the winners of this event, at the R.N.R.A. Prizing giving at Bisley. Receiving the Cup is C.P.O. N. F. S. Pike, captain of the team.

C.P.O. Pike also won the individual Rifle Championship at the R.N.R.A. Meeting, beating C.P.O. E. Fraser of the Nore Command after a tie for first place. Other members of the Plymouth Command team receiving the Portsmouth Cup are E.M. Carter, E.M. Curtis, P.O. Bowden, C.P.O.

Bell, C.P.O. Alsop, C.P.O. Dawe, Chief Shipwright Rogers, Wren Fraser and Shipwright Davies. Wren Fraser was the only W.R.N.S. competing in the R.N.R.A. Meeting, and later succeeded in shooting her way into the second stage of the Queen's Prize, the premier award in rifle shooting.



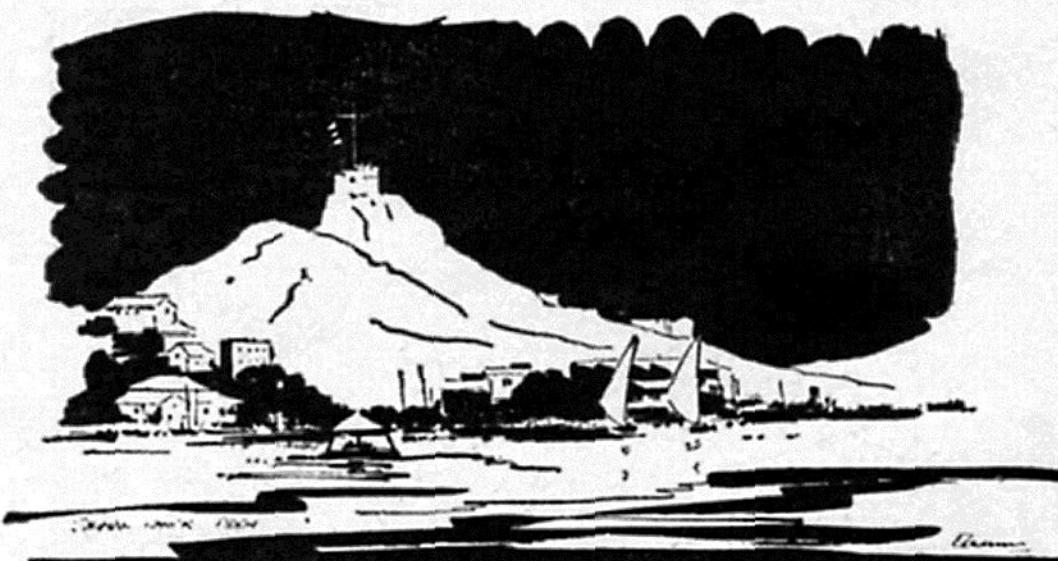
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TRAMPS ABROAD



ADEN! CAMELS, donkeys, dust, heat, rocky landscape biting into the cloudless sky with jagged teeth; crowded harbour of steamers and dhows; busy streets of well-laden shops, honking taxis; Europeans, Indians, Somalis, Arabs, yelling hawkers and ragged beggars.

Aden, town of colour, noise and smells, the only large seaport on the 1,100 miles of Arabian coast. It has a population which has increased from 500 when taken by the British in 1832, to the present figure of 100,000.

The majority of the sea traffic from Suez to the East call at Aden, which, formerly a coaling station, now supplies oil from the Persian Gulf to naval and commercial vessels.

A cable and radio station; a free port since 1853; an average yearly calling tonnage of 18 million exclusive of the two thousand native craft; an air base, and situated in an important strategical position, Aden is indeed of vital importance.

Separating the port from Africa is the Bab-el-mandeb Straits or the "Gate of Mourning," so-called be-

cause of the countless number of vessels which have been lost in by-gone days in the treacherous currents and on the uncharted rocks.

Here, great dhows are made by hand of Indian teak, an industry centuries old, said once to have belonged to the Queen of Sheba.

Cigarette-making too is another of its industries. The source of tobacco used, however, is uncertain. We sailors have a name for it!

A variety of transhipment trade is carried on in cotton goods, salt, coffee, hide, skins, grain, gum, sugar, etc.

My sketches show the Port of Aden and of "little Aden," that barren fairyland of mountainous rock on the extremity of the isthmus. Space does not permit of an additional cartoon showing six messmates and myself, a taxi, a bewildered turbaned driver, a circle of dusky police and a sleepy-eyed camel, forelegs to port, after legs to starboard, comfortably recumbent across the taxi's bonnet.

G. R. Deakins.



FRIGATE ASSISTS WEATHER-BOUND DHOWS IN PERSIAN GULF

H.M.S. LOCH ALVIE (Capt. E. T. Graham, R.N.), a frigate based on the East Indies Station, recently went to Jazirt Halul, a small island in the Persian Gulf, to investigate a report that passenger-carrying dhows were weather-bound and in grave danger of running out of food and water.

The ship received the report while visiting Bahrain, about 120 miles distant, and proceeded to the island. With a strong sand-laden wind blowing, and with visibility never exceeding three quarters of a mile, she made the passage with the aid of radar bearings and ranges.

On arrival the Loch Alvie found dhows carrying a total of 300 souls, almost out of provisions and water. She immediately made supplies available and then prepared to proceed to two other small islands to the southward to search for survivors of two dhows reported wrecked. Visibility decreased to less than half-a-mile while she was at Jazirt Halul.

H.M.S. KEPPEL

H.M.S. KEPPEL, the fourth of the Blackwood class frigates to be completed, is to be provisionally accepted by the Royal Navy on July 6. Those already in service are H.M. Ships Hardy, Dundas and Murray.

The Keppele was launched on August 31, 1954, by Lady Madden, wife of Admiral Sir Alexander Madden, K.C.B., C.B.E., and has been built by Messrs. Yarrow & Co. Ltd., Scotstoun, Glasgow, who are also manufacturers of the turbines and main machinery.

The Blackwood class frigates are fitted with the latest equipment for locating and destroying submarines, and their hull form enables them to maintain a high speed in heavy seas. They are prefabricated and all-welded.

The Operations Room of H.M.S. Keppel is fitted, as other ships of the class, to give the Command a picture of tactical and strategical situations. The ship has a single screw and is powered by geared turbines, which are extremely economical at cruising speeds. The armament consists of three 40 mm. Bofors guns and two three-barrelled anti-submarine mortars.

The dimensions are:—length (extreme) 310 feet, length (between perpendiculars) 300 feet, beam (extreme breadth) 33 feet. The normal peacetime complement is seven officers and 104 men.

H.M.S. WAKEFUL

H.M.S. WAKEFUL, leader of the Fifth Frigate Squadron, returns to the United Kingdom on July 11, 1956, to pay off, and is due to recommission for the Home/Mediterranean Station on August 28.

For her last cruise, Wakeful, together with the other ships of the Squadron, took part in N.A.T.O. Exercises in the Western Atlantic, based on Bermuda.

H.M.S. Wakeful steamed about 35,000 miles in 15 months, took part in nine major exercises, and visited places as far afield as Cyprus and Bermuda.

The captain, Capt. G. T. S. Gray, D.S.C., R.N., is to take command of the new Fifth Frigate Squadron on re-commissioning, when a new ship H.M.S. Torquay will join it.

NORWEGIAN VENTURE

THE DECISION to go to the Norwegian fjords had been popular among the crew of Reclaim and had been made because of the ideal diving conditions to be found in these beautiful waters. Many of the crew had visited Bergen before and looked forward to renewing old friendships.

A good deal of time and work had already been put into operating our new observation chamber in secluded Scottish waters in places like Scallop Bay near the historic Castle Durnt on Mull, and later in Loch Linnhe. Our new toy had been several years in the designing and making, and the finished observation chamber, weighing nearly two tons, nine feet in height and five feet at its widest, impressed us by its size, if not by the thickness of its steel shell.

The intention of its designers had been that the lone operator inside the chamber could perform every operation required to rise to the surface in an emergency without any assistance from the ship above. This in fact was to be its first test in Scallop Bay. Before every dive, a ballast tank inside the chamber had first to be flooded, after which the winch took the weight of the chamber now having a few hundred pounds negative buoyancy and lowered it to the desired depth, in this case up to 180 feet. Once on the bottom, the slings and telephone cable were to be cast off from within, completely divorcing the chamber from the ship, which at such a moment seems so very far away.

Although blowing the ballast clear in order to regain buoyancy for surfacing actually takes very little time—the mud and sand stirred up by the high pressure air obscures one's vision completely, and gives one the impression the sea bed is reluctant to release its grip on this steel intruder. After several such ascents and being sure that the chamber had the ability to surface in this way if it should be necessary, it was time to find deeper waters in Norway.

It was not easy to find an area of sea bed large enough and flat enough to moor, but eventually almost as we were beginning to despair of Oster fjord, we found the ideal place, and we moored bow and stern in just over 600 feet. Our diving team consisted of two deep diving officers and twelve divers and to really prove that the chamber was capable of being repeatedly dived day after day, four dives were done at depths of 400, 500 and 600 feet. Those at 600 feet, being on the sea bed, were certainly the most interesting. Light from the surface penetrating only to about 400 feet, one had to rely on one 1,000-watt lamp clamped securely to the chamber beneath one of the lower observation ports.

Good visibility in the water is dependent on the absence of particles which reflect light, and soon we were to find how well chosen the fjords had been. Tide was very slight but was noticeable by the plankton which one seemed to come across in layers during one's descent; deeper down when the natural light had dimmed completely, the plankton appeared saturated with the most brilliant phosphorous and swirled excitedly past the ports. The sea bed in this area showed many signs of life—quite a variety of fish, both large and small, being attracted by the powerful beam of our solitary light. Vegetable life was rare, due to the absence of natural light to promote growth. The first diver in the chamber reporting the fish, was eagerly interviewed on surfacing, and for subsequent dives to the bottom, we hopefully hung from the lower ports a large cod hook baited with choice liver, hoping to be able to watch the actions of a fish being caught. No such luck, however, and later both hook and bait mysteriously disappeared.

No thought had been given to breaking records during the trials, for we could not hope to emulate Professor Beebe and Dr. Picard, who have both descended to much greater depths in a far different type of chamber. Whereas they used spheres with armoured steel hulls more than 14 inches thick which could be occupied by more than one man, ours was purely an experimental approach to observation in a one-man chamber with a hull about $\frac{1}{2}$ inch thick.

A day or two later we were to move from Oster fjord and explore the variable depths of Sär fjord. Here we found depths of only a few fathoms dropping quite alarmingly to 200 fathoms or more; however, we were lucky and found every condition to suit our needs and soon we were

New Officers' Mess for Naval Engineering College

THE NEW Officers' Mess at the Royal Naval Engineering College at Manadon, the foundation stone of which was laid by the First Sea Lord (Admiral the Earl Mountbatten of Burma, P.C., K.G., G.C.V.O., K.C.B., D.S.O.) on July 13, will ultimately accommodate over 450 officers on the staff and under training at the establishment.

The first stage of the building will enable messing to be provided for this number of officers. The new four-storeyed building will also provide enough cabins and anteroom accommodation to enable the old Engineering College at Keyham, 3½ miles away, to be evacuated. It is expected that the preliminary stage will be completed in about two years.

The cabins now in huts at Manadon will remain in use until the whole of the new block, sited on a hill and facing south and west with a view across Plymouth and the Hamoaze to Cornwall, is finished.

It was in 1938 that a little over 100 acres of the Manadon estate was acquired to allow the original college at Keyham, the only professional training establishment for engineer officers from 1880 to 1940, to expand to meet new commitments. The Manadon College was opened in May, 1940, with temporary huddled accommodation, and since 1945 work on the permanent instructional buildings, workshops and hangars has continued.

Because of the increased numbers under training, the College at Keyham, which is required by the Admiralty for another purpose, has had to be retained to provide some of the necessary accommodation and at the present time some 150 officers still live there and travel to and from Manadon each day.

ARCHITECTURAL NOTES

ALL THE permanent buildings at Manadon have been designed and carried out by the Ministry of Works. The officers' quarters, now under con-

struction, form the central portion of a larger development which occupies a commanding position on the crown of a hill. Care has been taken to make full use of the contours and at the same time preserve a copse, which is a feature of the existing landscape.

The future extensions are planned at either end of the main facade and extend down the hill. The carrying out of a building scheme in stages usually presents a difficult problem, and for this reason special care has been taken to make sure that each phase harmonises and fits in with the surroundings. When the whole scheme is completed 472 officers and additional staff will be accommodated both for sleeping, messing and recreation.

The external treatment is in character with buildings in the locality, local materials being used as much as possible. Random limestone walling with Portland stone dressings to windows and doors will form a feature of the elevations and use is also made of rendering. The roof is to be covered with grey-green local slates.

The section now under construction is 'T'-shaped on plan. The head of the 'T' is comprised of four storeys with the principal communal rooms on the ground floor and three cabin floors over. The entrance hall, gunroom, wardroom, billiards and staff rooms, will have access to a wide terrace running the full length of the building, with a south-westerly aspect and a view of the valley.

The leg of the 'T' at the rear of the building comprises only one storey and includes the galley and mess room, which is approached from the entrance hall through the main staircase hall or foyer. The mess hall is capable of seating 350 officers.

With a view to increasing the general air of spaciousness, a feature of the interior design is the use of glazed screens. It is interesting to note that paneling from the Foudroyant may be adapted for one of the guest rooms.

anchored by a single stern anchor in roughly 180 fathoms.

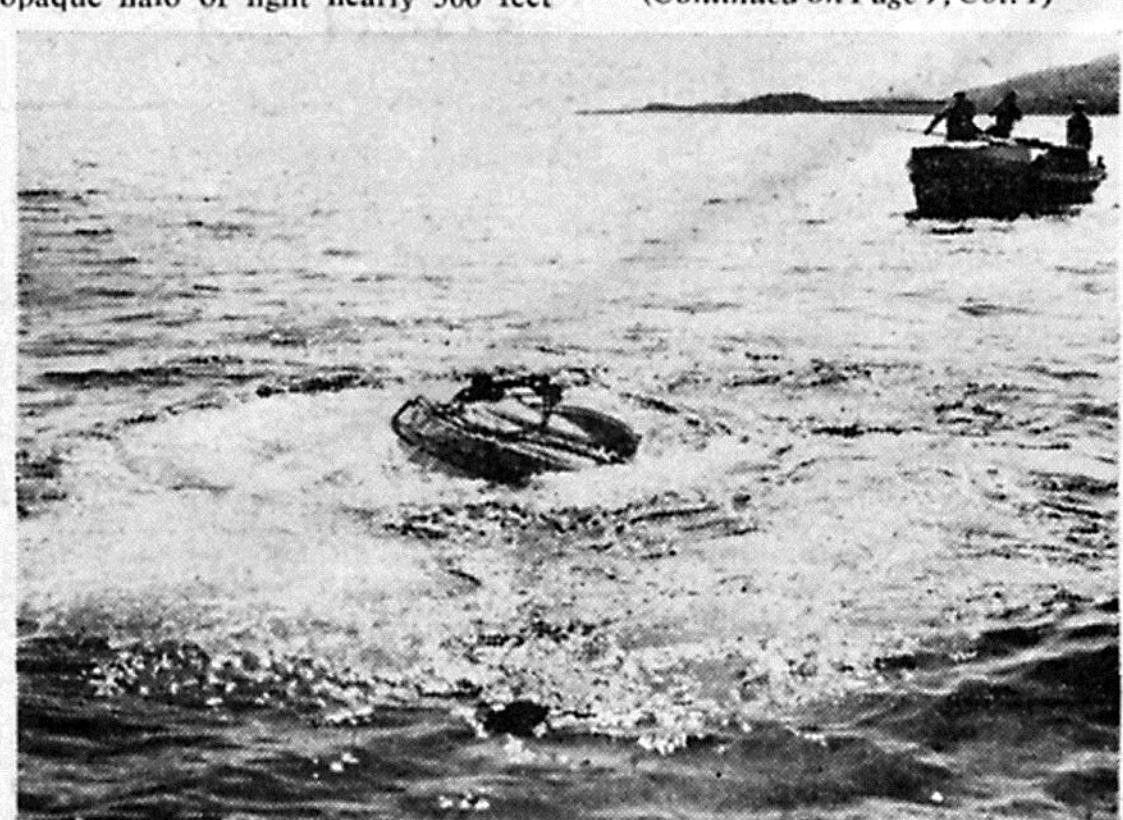
So tiresome had the hauling to the surface of the electric lamp cable become on the earlier dives, that it was decided to lower the lamp separately from the chamber and leave it suspended near the sea bed. This saved precious manpower, but was possibly disturbing to the diver in the chamber.

From leaving the surface where the sunlight lit the waters, turning everything the palest green, through the layers of plankton, alternating with patches quite devoid of life, the green becoming ever deeper until only the luminous dial of the depth gauge could be seen, the light fading completely from the surface. Then suddenly through another layer of phosphor-brightened plankton and the startling request from the surface—"Report your depth by gauge, diver," bringing one urgently from a port to peer at the gauge, make a report, then hurriedly back, to gaze fascinated into the blackness outside, hoping every minute to see the glow of the lamp hundreds of feet below. Continuing the descent, hearing only the occasional clink of the slings on the top of the chamber, one begins to wonder, "Is the light really switched on"—or has it been crushed beneath the enormous weight of water above it. Is it imagination, but was that a faint glow a few seconds ago, then miraculously the lamp swings into view—a bright pinpoint with an opaque halo of light nearly 300 feet

below, the water incredibly clear at this level.

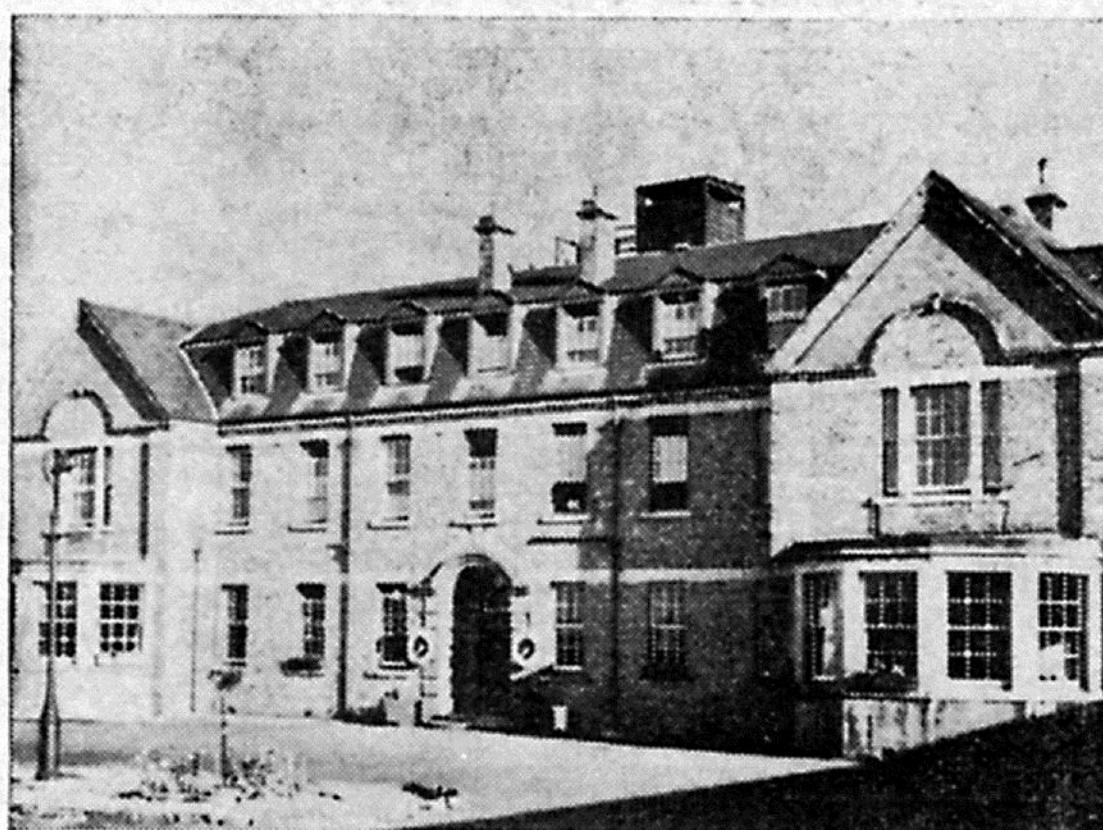
The lamp, having a cup-shaped reflector behind it, casts a beam of about 120 degrees and as it swings and twists illuminates only within that beam, everything else seeming in contrast so much more dense and black. The descent, previously so smooth, suddenly becomes disturbed and the chamber takes on an acute angle, almost as if it were becoming buoyant and passing through a saltier layer of water; hardly time to start worrying about this, before the descent becomes normal again with the lamp seeming to rush up to meet the chamber. Without any warning, the lamp twists and the beam of light, now a little above the level of the chamber, falls on a distant black shadow—"check lowering"—even as the words are uttered the feet of the chamber strike hard into a solid ledge of rock and the weight of the slings take the chamber almost to a horizontal position; with a lurch the chamber skids down the side of the unseen cliff and once more becomes vertical—a quick glance at the gauge confirms the depth at well over 1,000 feet. With the slight movement of the ship above, the light, once casting a friendly beam now becomes obscured behind goodness knows what, and only by hoisting the chamber about ten feet can the loom of the light once more be seen faintly glowing.

(Continued on Page 7, Col. 1)



The observation chamber surfaces

H.M.S. TEMERAIRE NEW UPPER YARDMEN COLLEGE



The main building

ALTHOUGH THE fighting Temeraire is a name to conjure with and carries battle honours which include Trafalgar, it had lapsed for some time until it was revived a year ago as the ship-name of the new Upper Yardmen College at South Queensbury in Scotland.

Since the inception of the scheme in 1937, upper yardmen have had many homes. They have been housed in H.M.S. Collingwood and H.M.S. Raleigh; have occupied Exbury House on the Beaulieu River and the former Benbow Quarters at Dartmouth. The previous ship-name, H.M.S. Hawke, must have been familiar to many readers.

Promotion direct from the lower deck to a full career as an officer goes back almost as far as the Navy can be traced, but the methods of achieving the transition have varied over the years. Many of our older readers will remember the mate system whereby outstanding ratings were given a very brief course and were then promoted mate and thereafter lieutenant and above. This system was found to have the defects of too short a period of training and a rank on promotion which distinguished the holder from his cadet-entry contemporaries.

So it was that the present system was evolved just before the war to overcome these deficiencies. Under the new scheme, training was longer and the successful candidates were promoted Acting Sub-Lieutenant on completion of the course. From then on their training and promotion were identical with those of the cadet-entry with whom they were integrated for courses at Greenwich and Portsmouth.

To those in the transition stage of this new concept was given the title "upper yardmen" an echo of sailing ship days when outstanding men were always allotted to the upper yards.

Nor today is there any easy road to becoming an upper yardman, although the scheme is wide open to the man with intelligence and character. A "white paper" earmarking a man as a candidate may be started

for any rating who is within the age limit. From then onwards he is under observation and is given every assistance to progress professionally and educationally and to develop his powers of leadership. He is given instruction in the duties of officer of the watch at sea and in harbour and to learn as much as possible about branches other than his own.

One by one the necessary qualifications are achieved—the necessary seniority and sea service, and the passing of the educational and professional examinations.

With these qualifications under his belt the C.W. candidate, provided that he is still recommended, is eligible to appear before a Fleet Selection Board in the command in which he is serving. If he is successful, events move quickly. He is drafted to Portsmouth, where he takes a three weeks' course preparatory to attending the Admiralty Interview Board which sits at Gosport. If he passes this board the candidate goes at once to H.M.S. Temeraire and becomes an upper yardman. From that moment both branch and former rate cease to have any significance.

As an upper yardman he is distinguished by a white cap band and white shoulder flashes, and is treated as a junior officer on probation. He lives in the wardroom with the officers who are training him, he attends guest nights at which the guest of honour is usually of Flag or Captain's rank and he undertakes such duties as mess secretary and wine caterer. Towards the end of his course he acts as Officer of the Day. Although a Duty Staff Officer is always available for consultation, an upper yardman is usually by this time fully capable of dealing with all contingencies on his own initiative.

The first impression of any upper yardman joining H.M.S. Temeraire is that he is expected to work and play at a pace which at first seems literally impossible. Later he will find that he can take in his stride a full participation in all sport and all mess activities, in addition to working at professional and educational studies far into the night.

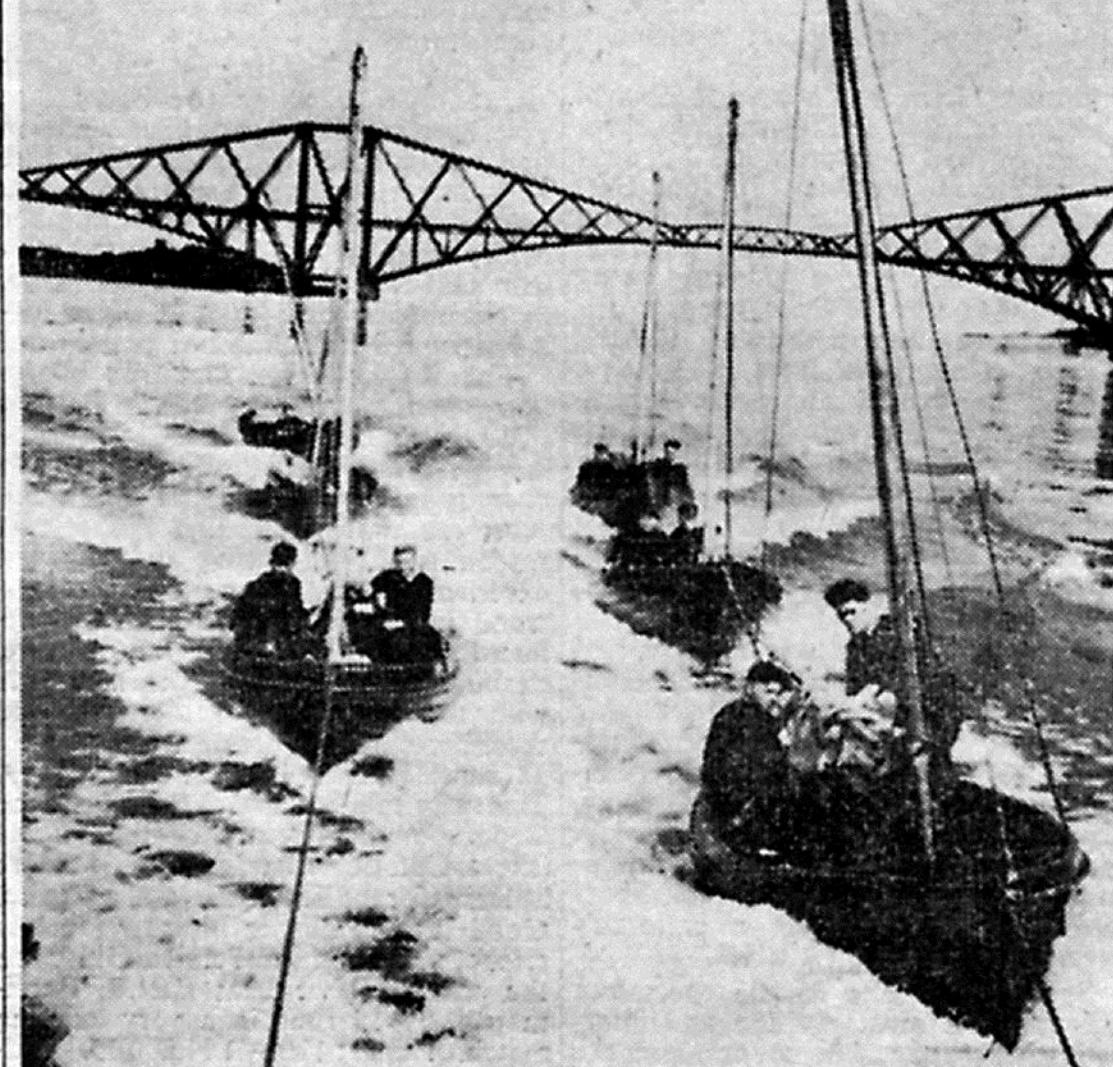
Norwegian Venture

(Continued from Page 6)

behind a pinnacle of rock. One's impressions down there are somewhat mixed, so much has happened in the twenty minutes since leaving the surface. One minute vertical cliffs, possibly accentuated in size by alternate blackness and light, can be seen by looking through the ports in the very top of the chamber, then a few seconds later no rocks to be seen at all, everything quite placid and unnaturally quiet.

It was at the depth of 1,060 feet that the chamber finally swung with occasional lurches, and close-up glimpses of barren black rock for another forty minutes while readings were taken with feeler gauges and a torch to measure the compression of the top of the chamber. With pressure at this depth of one-quarter of a ton per square inch, it was not surprising that this could be measured. Surfacing from this depth proved uneventful as did the other eleven dives to 1,000 feet; one's only reaction being one of pleasure at experiencing something new.

The trials completed, Reclain returned to Fort William, in Scotland, to continue trials of a different nature—deep diving in a flexible suit to depths of over 400 feet using a mixture of oxygen and helium. But this is another story.



Dinghies returning from a regatta

All upper yardmen are required to become proficient umpires and referees, and the aim is to produce an officer who can help his ship and divisional teams in this way or by coaching, rather than to develop individually expert performers. Cricket, rugger, soccer, hockey, squash and tennis are played by all upper yardmen, and a very full fixture list is maintained against service and civilian sides, the latter including the former pupil as well as the school teams of the many public schools which abound in the Edinburgh district. During the first year in Scotland the cricket and rugger teams have more than held their own, and the hockey team has had only one goal scored against it. To add to these laurels the ship's company, at that time seventeen strong and consisting almost entirely of cooks and stewards, succeeded in winning the Port Edgar soccer cup.

The Firth of Forth and the North Sea breed a hardy sailor, and much time is spent afloat. Watchkeeping, pilotage and navigation are taught in two M.F.V.s. and in Sea Breeze, a fifty-square-metre Windfall yacht. Dinghy sailing takes place almost daily. During the course upper yardmen spend at least a fortnight at sea in the wardroom of a destroyer or frigate, usually in the Second Training Squadron at Portland or in the Portsmouth Squadron.

Initiative and endurance are fostered by all-night exercises for which the Firth of Forth, the Pentland Hills and the rolling West Lothian countryside provide an ideal setting. Climbing, and in winter skiing, are readily at hand. Edinburgh and in particular the University have much of interest to the upper yardman and the course includes a week in London where visits are made to places as widely dissimilar as the House of Commons and Fords Motor Works; Lloyds and the Daily Express.

In the initial stages most upper yardmen suffer from a degree of mental indigestion and physical near-exhaustion. Slowly they discover that they have a capacity for work which surprises even themselves and an ability to think, talk and write on a broad range of subjects which had formerly been unfamiliar. The journal in which they record daily their reflections on world affairs ceases to be a tribute to the leader writers of the more responsible newspapers and becomes the product of original thought. It is probably at this stage that the upper yardman finds that a host of other things suddenly seem easy and natural—taking charge of Divisions, navigating the M.F.V. to Invergordon or Dundee, organising cricket fixtures, entertaining Admirals or merely conducting experiments in the laboratory without causing disaster. It is all part of the process of transformation, a process which most Acting Sub-Lieutenants who pass out of H.M.S. Temeraire will admit was rather fun while it lasted.

The Qualifications

The regulations governing promotion from the lower deck to Acting Sub-Lieutenant (General List) and full details of the qualifications required are contained in Q.R. and A.I. Appendix 1, Part 2 and in A.F.O. 2766/55.

Those for promotion to Acting Sub-Lieutenant (Supplementary List) for flying duties are in A.F.Os. 1090/56 and 1091/56.

BIGGEST EXERCISE OF THE YEAR FOR NAVAL RESERVES

COASTAL MINESWEEPERS from each of the twelve divisions of the Royal Naval Volunteer Reserve and some 700 reserve officers and ratings will be taking part in "Wavex IV," largest Naval reserve exercise of the year, starting at Invergordon on Monday, July 23.

With the exception of three minesweepers manned by regular R.N. personnel, all of the vessels participating in the exercise, which involves five days' training in minesweeping, have ships' companies made up entirely of members of the R.N.V.R. The R.N.V.R. will also provide the staff for their maintenance, while the Women's Royal Naval Volunteer Reserve will be helping to operate the shore wireless and signal station being set up at Invergordon.

Operations will be directed by Capt. W. S. Dobson, V.R.D., R.N.V.R., Commanding Officer of the Clyde Division R.N.V.R., which has its headquarters at Glasgow, who, with his staff will be in the support ship H.M.S. Blackburn.

On July 26 and 27, the Admiral Commanding Reserves (Rear-Admiral G. Thistleton-Smith, C.B., G.M.) will fly his flag in H.M.S. Teazer, a frigate commanded by Cdr. R. S. Forest, R.N. Two-thirds of the Teazer's ship's company will be made up of R.N.V.R. officers and ratings.

On the completion of the exercise on Saturday of next week, most of the participating ships leave on short cruises to Scandinavian ports.

R.N.V.R. coastal minesweepers in "Wavex IV" are:

H.M.S. Killiecrankie, H.M.S. Curzon, H.M.S. Northumbria, H.M.S. Thames, H.M.S. Humber, H.M.S. Montrose, H.M.S. Venturer, H.M.S. Warsash, H.M.S. Mersey, H.M.S. Clyde, H.M.S. St. David, H.M.S. Kilmorey.

The R.N. minesweepers taking part in the exercise are the Letterston (Lieut.-Cdr. J. G. Davies, R.N.), the Darlaston (Lieut.-Cdr. R. A. Morgan-Jones, R.N.) and the Clarbeston (Lieut.-Cdr. G. F. Cracknell, R.N.).

H.M. THE QUEEN'S CRUISE IN THE WESTERN ISLES

FOR THEIR cruise in the Western Isles during August, Her Majesty the Queen and His Royal Highness the Duke of Edinburgh will embark in the Royal Yacht Britannia at Barrow-in-Furness on August 11.

During the cruise the Royal Yacht will be escorted by H.M.S. Orwell, a frigate of the Portsmouth Command, and H.M.S. Clyde, Coastal Minesweeper of the Clyde Division R.N.V.R. The Clyde, with H.M.S. Dee, a Seaward Defence Boat of the Liverpool Division R.N.V.R., will also escort the Royal Yacht into and out of the Approaches to Barrow-in-Furness.

The Royal Yacht's programme is as follows:

August 11—Sail from Barrow-in-Furness.
August 12—Iona.
August 13—Oban, Duart Bay and Tobermory.
August 14—Kyle Akin and Dunvegan.
August 14/15—Castle Bay, Barra.
August 15—Loch Boisdale.
August 15/17—Cruising.
August 17—Loch Maddy.
August 17/18—Loch Tarbert.
August 18—Stornoway.
August 19/21—Leith.

H.M.S. ROYALIST HANDING-OVER CEREMONY AT DEVONPORT

THE CRUISER Royalist, acquired by the New Zealand Government from the Admiralty, was officially handed over by the First Lord of the Admiralty (the Rt. Hon. Viscount Cilcennin of Hereford) to the Prime Minister of New Zealand (the Rt. Hon. S. G. Holland, C.H.) at a ceremony at Devonport on July 9.

The Royalist, which has been com-

missioned in the United Kingdom, has a complement of about 550 officers and men, including some men recruited in Britain. She is commanded by Capt. P. Phipps, D.S.C. and Bar, R.N.Z.N., who brought the Bellona back to Plymouth in December last when the ship concluded a period of loan service with the Royal New Zealand Navy.

From Kiel to Koge by Bicycle

DURING H.M.S. Vigo's recent visit to Denmark, a party of 14 cyclists were disembarked at Kiel for a 400 kilometre cycle trip to the town of Koge, which is situated on the east coast of the island of Zealand approximately 38 kilometres from Copenhagen. They left the ship at Kiel in a violent thunderstorm, with a farewell message from the Captain of "don't get your feet wet." On the first night they were accommodated at H.M.S. Royal Charlotte the naval establishment in Kiel. The next morning turned out to be fine, and the party set off for the Youth Hostel at Kollund, which is situated on the Danish side of the German/Danish border. They had travelled but 200 yards when one of the cyclists had a burst tyre, this was soon patched, however, and they continued on into the German countryside in bright sunshine. On this day they passed through the towns of Eckernförde, Schleswig and Flensburg, and covered 86 kilometres, which constituted the longest stage of the journey.

Cycling proved to be much easier on the second day, where they found flat roads instead of the cobbled ones of the previous day. A feature of many of the roads in Denmark was

a path running parallel with the main road, built especially for cyclists. A wet start marked the beginning of the second stage, but after a while the rain cleared up, and they covered the 78 kilometres to Kolding, after passing through the towns of Aabenraa and Haderslev (where they stopped for lunch). The main feature of this run was the crossing of the magnificent Lillebælt Bridge, which joins the mainland with the island of Fyn. On the next day they had the best of the weather, and they cycled on in blazing sunshine to the lovely town of Odense, the birthplace of Hans Christian Andersen, where many of the party visited the house in which he was born. On the following day rain persisted throughout, but they continued with relentless enthusiasm, and after passing across the ferry from Nyborg to Korsør, 14 very wet cyclists arrived at the Youth Hostel at Ringsted for the last all night stop, where they enjoyed a meal of hamburger steaks, new potatoes and ice cream. The following morning they set off on the remaining 36 kilometres to Koge, and arrived on board the ship in the very best of spirits, after a really pleasant outing, and one which all of them enjoyed immensely.

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R.N.B. DEVONPORT

R.N. BARRACKS, DEVONPORT — THIS YEAR'S Armada Night Pageant—traditionally the most important July event in the Drake calendar—was often in imminent danger from the summer storms that swept the West Country on the two nights of its presentation. Fortunately the rain held off, and the growling thunder and forked lightning provided a singularly Wagnerian backcloth which added to the illusion of time and space created by the pageant.

The script was written by Vice-Admiral L. N. Brownfield (Admiral Superintendent, Devonport) and the production was by Lieut.-Cdr. E. F. Byrne (Entertainment Officer, R.N.B.). The part of Queen Elizabeth I was played by Third Officer J. Hilland, W.R.N.S., and that of Sir Francis Drake by Lieut.-Cdr. M. J. Godden. The pageant, portraying the high-lights of Drake's career and playing upon the symbolic association of the names Elizabeth and Drake, was brilliantly staged on the Wardroom Lawn; turned into a cloth of gold by massed batteries of amber spotlights. Especially effective was the final tableau in which the cast was supported by the Ceremonial Guard and the combined Blue Jacket and R.M. Bands of R.N. Barracks.

The guest of honour at the Armada Dinner which preceded the Pageant was Viscount Hailsham, Q.C., accompanied by senior officers of the Port and civic heads. On the previous evening the pageant was presented for relatives and friends of H.M.S. Drake's ship's company.

On the same night that Sir Francis strolled through history on the Wardroom Lawn finding his leisure in a game of bowls, entertainment of a more modern (though less relaxed) day was being installed in another part of the Barracks. Immediately after the final curtain of a variety show featuring the Hedley Ward Trio, technicians moved in to commence the installation of CinemaScope.

R.N. Barracks scored notable successes in the Plymouth Command Swimming Championships on July 17 by winning both the men and women's relay races and also the water polo final. An excellent individual perform-

ance was that of L/Pat. Summers of R.N.B. who won the 220 yds., 440 yds. and 880 yds. events.

Admiral Earl Mountbatten visited Plymouth on July 13 and officiated at a stone-laying ceremony at the Manadon Engineering College. During the ceremony the First Sea Lord offered a prayer written by his friend, the late Lieut.-Cdr. Lord Hugh Beresford who was killed during the bombing raid that sunk H.M.S. Kelly off Crete. In her short wartime life this ship upheld the finest traditions of the Royal Navy. This was reflected in her first lieutenant's words:

O God, our Heavenly Father, bless our efforts to make this ship efficient in Your service. Help us to keep in mind the real causes of war: dishonesty, greed, selfishness and lack of love; and to drive them out of this ship so that she may be a pattern of the new world for which we are fighting.

Navy Days

Among the ships present for the August Navy Days will be Ark Royal, Centaur, Apollo, Orwell, Comet, St. Kitts, Cavendish and the submarines Andrew, Selene, Subtle and Thule.

H.M.S. THESEUS

IT WAS the end of May, but in H.M.S. Theseus summer was not "incubus" in. The Captain exhorted, the Commander beat his breast, the First Lieutenant wept salt tears. Ending a three-month refit in Portsmouth Dockyard, the ship was not beautiful to behold. The broadcast system was erratic. The S.R.E., in a desperate attempt to match the prevailing mood, wore its record of "Life gets Tee-jus" to a thin wail. From the four corners of the earth came the returning trainees, to face the realities of life after months of the comforts of Victoria Barracks, H.M.S. St. Vincent and H.M.S. Vanguard. The ship's company hailed them with joy, fondly pressing upon them such welcoming gifts as squeegees, buckets, scrubbers, paint pots. The Shipwright Officer and his staff went quietly mad and, as everyone else was too busy to notice them, came quietly sane again. The seven days' battle commenced.

R.N. Barracks scored notable successes in the Plymouth Command Swimming Championships on July 17 by winning both the men and women's relay races and also the water polo final. An excellent individual perform-

NAVY NEWS

At the end of it, we were almost ship-shape once more. Pausing only long enough to load Avgas, with all its unfamiliar hazards, we sailed for Invergordon on the first leg of our summer cruise.

The joys of Invergordon are austere, but most people succeeded in playing games, sailing—often in competition with The Other Ship—mountaineering or attending the Highland Show at Inverness, returning from the latter with a fine display of shepherds' crooks and much wise talk of flocks and herds. We were happy to welcome on board 845 Squadron, whose helicopters ranged on deck made us, as a carrier, feel rather less bogus.

A projected visit to Bremen having been cancelled, we left in mid-June for Kristiansand, in Southern Norway. The Norwegians proved most kind, notably in granting us the use of an island on which a large proportion of the ship's company and trainees in succession spent a care-free 24 hours under canvas. The water was too cold for swimmers other than Yogi, but the Chief Petty Officers' Mess lived even better than usual on fresh fish. Several very popular bus tours were organised; a few barons went to Oslo, and the rest of us gradually got used to ordering sandwiches to keep our beer legal, traffic on the wrong side of the road, and the disturbing sight of so many blondes.

On return passage to Rosyth we participated, in company with ships of the Home Fleet and Royal Netherlands Navy, in Exercise "Fairwind", which consisted of two days' fog and one day's gales, numerous emergency turns, and the achievement of new standards of terse comment on compass platform and in engineroom. We said *au revoir* to 845 Squadron, and prepared ourselves for the rewarding toil of two very successful Navy Days.

A fair passage on July 16 brought us to Tynemouth and the well-known Geordie brand of hospitality. Although we are at anchor a considerable distance off-shore, liberty-boats have not been noticeably empty; nor, indeed, have their returning passengers. A pleasant visit ends on July 23 when, in company with The Other Ship, we return to Portland and a few days' blissful anticipation of summer leave.

H.M.S. GANNET

At Home to Ireland

FEW PEOPLE can have very much idea what a considerable amount of extra work is required to prepare for an "Air Day," and the Station is to be congratulated on the enthusiasm with which it got down to the task of preparing a welcome for Flag Officer Air (Home), Flag Officer Flying Training, the Commanding Officers, officers and personnel of Establishments and Ships in North Ireland, and local inhabitants.

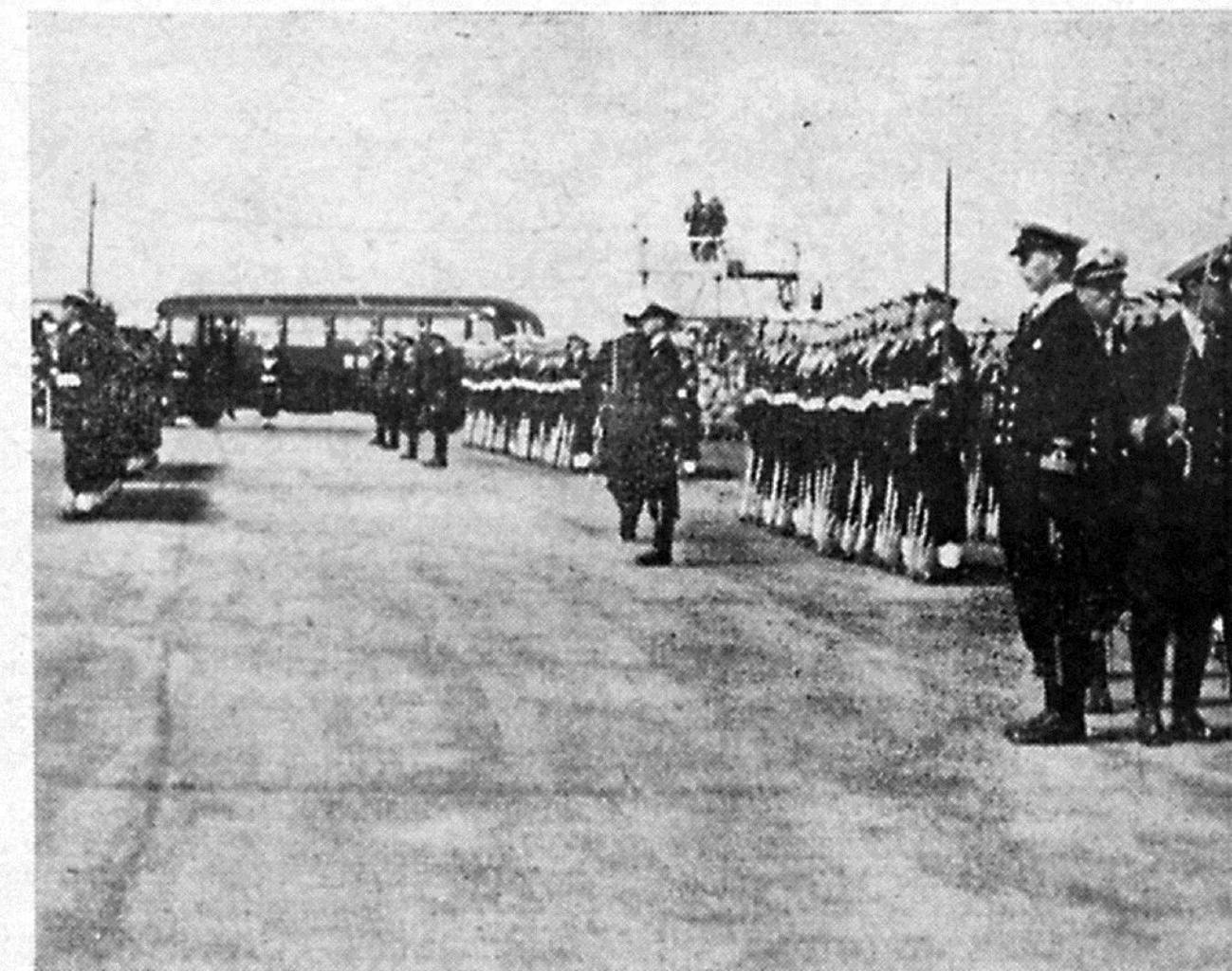
Despite the usual Eglinton weather, low clouds, showers and bright intervals, about five thousand people arrived to witness the Air Display, to look round the Static Exhibition, to have a go at the fun fair, and, of course, to have tea or ices.

An extremely interesting and exciting flying display, slightly amended owing to the deteriorating weather, kept the public on their toes. The programme began with a glowworm attack on the rear of a retreating rain cloud, the roar of the rockets rocking the crowd, and again later when Gannets attacked a target in Lough Foyle with rocket projectiles. Other items included solo Jet aerobatics by Lieut. Burke from the Naval Fighter School, and formation aerobatics by 810 Squadron led by their Commanding Officer, Lieut.-Cdr. Lamb; their box take off and stream landing were to say the least startling; parachute descent, a dummy being used owing to a 35-knot wind, a display by a Shackleton of R.A.F. Coastal Command from Ballykelly, ground controlled approach, formation flying and stream landing by the Station Gannet Squadrons, a Helicopter rescue demonstration, and the concluding comedy turn given by two Air Sea Rescue Helicopters dressed up as elephants with ears and trunk, who had an obstacle race.

A most interesting and varied ground display was also provided including a Static Aircraft Park, Air Engineers Aircraft and ground equipment, Anti-submarine Warfare, Armaments, Carrier models, Cinema show, Diving display, Electrical display, Photographic display, safety equipment, Fairey Aviation Co. Ltd., Short Bros., of Harlands and a children's creche run by the W.R.N.S.

Speaking as one of the spectators I found it a most exciting and interesting afternoon. No sooner had the display finished than the rains came.

COMMAND



PRESENTATION OF QUEEN'S C BARRACKS, LEE-ON-S

HER MAJESTY The Queen, accompanied by His Royal Highness The Duke of Edinburgh, visited the Royal Naval Barracks, Lee-on-Solent, and prepared ourselves for the rewarding toil of two very successful Navy Days.

A fair passage on July 16 brought us to Tynemouth and the well-known Geordie brand of hospitality. Although we are at anchor a considerable distance off-shore, liberty-boats have not been noticeably empty; nor, indeed, have their returning passengers. A pleasant visit ends on July 23 when, in company with The Other Ship, we return to Portland and a few days' blissful anticipation of summer leave.

The Queen's Colour is a silk White Ensign with a Crown and the Royal Cypher embodied, and with a red, white and blue silk cord and gold tassels. It is carried on an ash staff, surmounted by a gilt badge consisting of the Admiralty anchor on a three-faced shield with a Crown superimposed.

A Queen's Colour is held in each of the Royal Naval Barracks at the home ports, and in the flagship of the commander-in-chief of each of the principal Naval commands afloat. The presentation of the Queen's Colour to the Royal Naval Barracks, Lee-on-

Solent, is a high honour and a fitting recognition of the size and status of the Fleet Air Arm.

The Queen's Colour is never paraded on board ship or on foreign territory. It is paraded on shore only, on the following ceremonial occasions:

By a guard of honour mounted for the Sovereign or a member of the Royal Family, or for the head of a foreign state.

At parades held to celebrate the birthday of the Sovereign.

On important ceremonial occasions as directed.

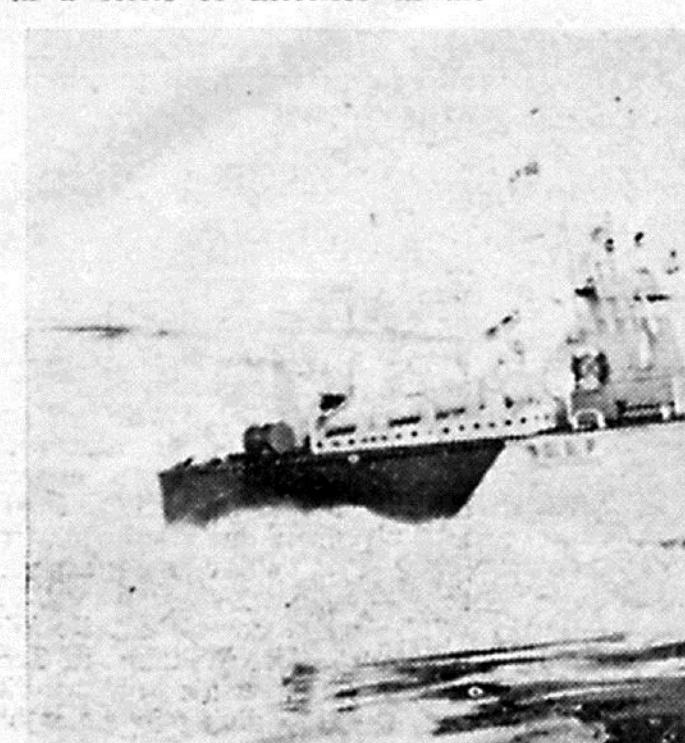
When paraded, the Queen's Colour is awarded the same marks of respect as if Her Majesty were present. When carried uncased it is at all times saluted with the highest honours.

scoring 32 runs and taking six wickets for 48.

The Athletic sports took place on Thursday June 29. The Ben Lomond Cup was won by the Electrical Division with 87 points with the Ferry Crews 2nd and the 1st Squadron 3rd. On Monday, July 2, we competed against R.N.H. Haslar and H.M.S. Dolphin in a three-cornered competition for the "Tooth and Nail" trophy which was won by Dolphin with Haslar 2nd and Hornet 3rd. Our outstanding competitors were E.M. Briggs who won a magnificent 3-mile in 16 minutes 22 secs. (with McKay of Haslar a few feet behind). E.R.A. Frazer won the weight with a put of 33 ft. 7 in. Lieut. Keogh winning the discus at 97 ft. 8 in. Also worthy of mention were E.R.A. Spicer who was second in the 880 yards in 2 min. 10 sec., A.B. Petit second in the javelin with a throw of 129 ft. 11 in. We also won the tug-of-war.

NEWS FROM THE SQUADRONS

During the months of May and June the 1st and 2nd F.P.B. Squadron took part in a series of exercises in the



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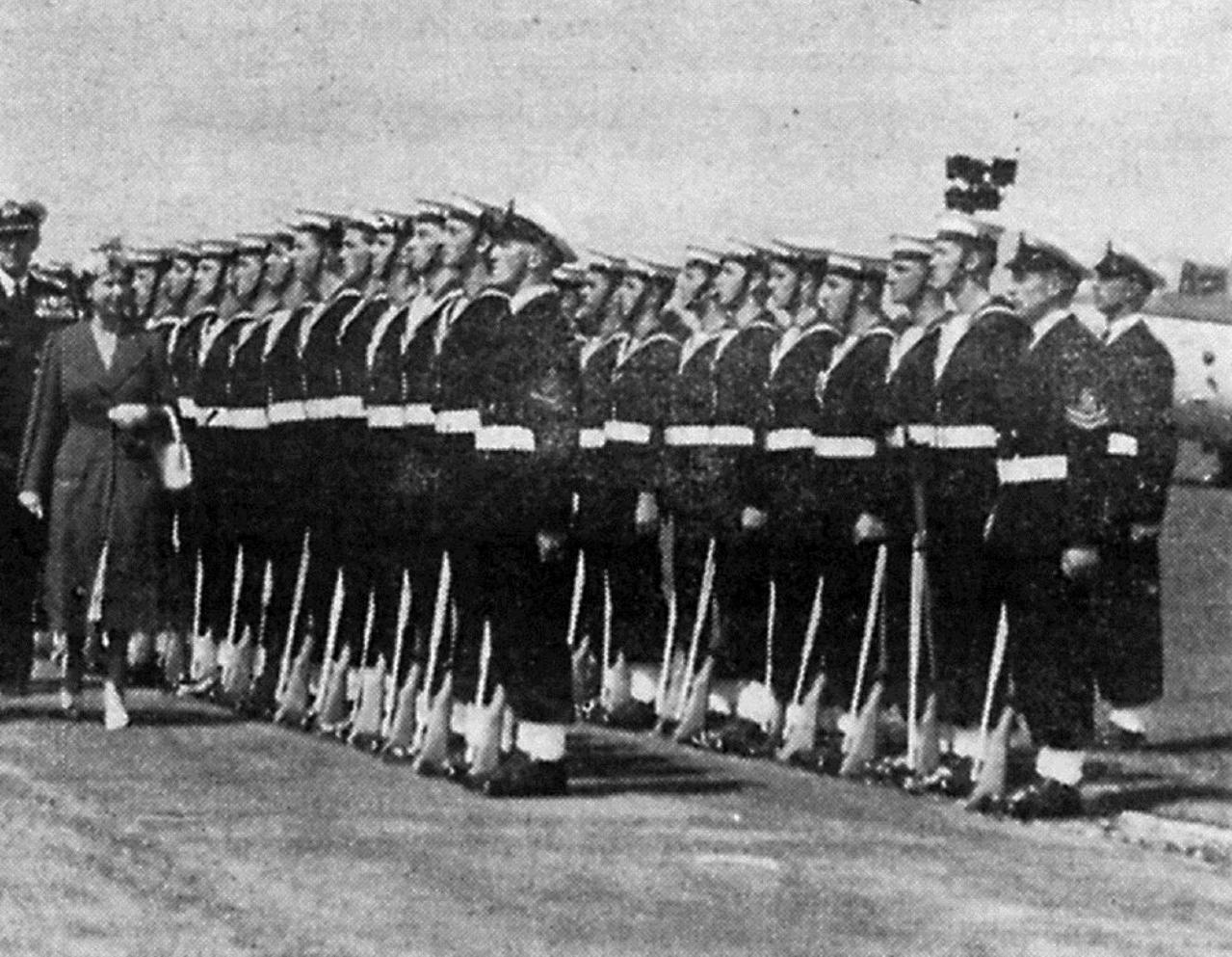
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At the time of writing the cricket season is in full swing and showing excellent results. Hornet beat Collingwood in the first round of the Command Knock-Out cup in a very exciting match won in the last over with the last pair together. In the second round we beat St. Vincent by 58 runs, Hornet 157, St. Vincent 99. This was the last match in which the Captain and Secretary of the 1st XI (Lieut.-Cdr. Bowell) was available before he left us for the East Indies and a frigate. Good luck to him in his new job. Is cricket played in the Persian Gulf? In the semi-final we beat R.N.B. Portsmouth by 15 runs in a very exciting match. Hornet 120—R.N.B. 105. Midshipman Ham excelling himself by

ND NEWS



COLOUR TO THE ROYAL NAVAL SOLENT, 30th JULY, 1956

Her Majesty was received at the parade by the Flag Officer Air (Home) and by the Commodore, Royal Naval Barracks. Her Majesty was dressed in a mountain-blue coat over a matching blue-and-white printed silk dress and close-fitting flowered hat, and the Duke of Edinburgh wore the uniform of an Admiral of the Fleet. The Queen inspected the Royal Guard and the companies on parade, and watched the trooping of the massed bands. After consecration by the Chaplain of the Fleet, the Colour was handed to Her Majesty, who presented it to the Colour Officer, and addressed the parade.

Her Majesty said that she had given her Colour to the Royal Naval Barracks, Lee-on-Solent, in order to recognise the development of the part played by the Fleet Air Arm in the Royal

Navy, and of its many gallant and distinguished achievements, such as Taranto. The Colour, Her Majesty said, had woven into it a record of loyal and gallant service and was the embodiment of the achievements of Naval airmen over the past 42 years.

A reply was made by the Commodore, who thanked Her Majesty for the honour she had bestowed on the Fleet Air Arm in presenting her Colour. He concluded his reply by calling for three cheers for Her Majesty.

The parade then marched past Her Majesty (and there took place a fly-past by aircraft of the Fleet Air Arm).

After the ceremony some senior ratings and their wives were presented to Her Majesty, who attended a reception in the Wardroom Mess and was entertained at luncheon by the Flag Officer Air (Home).

Baltic with the Danish and Norwegian high speed coastal craft. The intricate waterways, multitude of islands and generally favourable weather conditions to be found in the vicinity of Denmark make the area wholly suitable for exercising coastal force warfare, most of which is carried out at night and at high speeds. In addition to these operational advantages, Denmark offers much to those seeking leisure and pleasure ashore. Copenhagen, Aarhus, Grenaa, Aalborg and a host of small fishing harbours were visited and everywhere a pronounced spirit of *joie de vivre* prevailed.

No doubt many bigger ships are envious of our Scandinavian activities which cover up to ten weeks each year, but we can only point out that if they can shrink to 70 feet in length and six feet in draught they are welcome to join us; providing they can catch us.

H.M.S. DOLPHIN

DOLPHIN'S SPORTS Day passed pleasantly enough—no records were shattered and, despite the dreary prognostication, "It always rains on Sports Day," the day was attended with every genial symptom of climate. Much of the interest was centred on the struggle

for supremacy between Dolphin II and the Supply and Secretariat, in the early stages the Fort M.E.s were well ahead but they slowly lost ground as the afternoon advanced. It was heartening to see Trespasser's entrants gaining points to such degree that, at the close of the day, they had fought their way to third place. To the smooth organisation of the occasion thanks are due to Lieut. M. Prickett (Sports Officer) and C.P.O. F. Baker. Mrs. G. D. A. Gregory, wife of Capt. G. D. A. Gregory, D.S.O.* R.N. (Captain, H.M.S. Dolphin), presented the cups and prizes. The following results give the team placings at the conclusion of the meeting:

Dolphin II, 89; Supply and Secretariat, 74; H.M. Submarine Trespasser, 65; Fort M.E.s, 64; Reserve Groups, 38; H.M. Submarine Artemis, 31; H.M. Submarine Tapir, 25; E.R.As, 13; Miscellaneous, 13; Fort Seamen, 5.

The triangular Sports Meeting between Haslar, H.M.S. Hornet and H.M.S. Dolphin, took place a few days after Dolphin's Sports Day, and although Haslar won the 100 and 220, Foster and Barker won the 440 and half mile for Dolphin respectively. Further successes in the field events gave Dolphin the lead, and the final scores were Dolphin 109, Haslar 91, and Hornet 87.

H.M. Submarine Alliance (Lieut-Cdr. H. R. Clutterbuck), recently commissioned for service with the 6th Squadron, will be leaving for Canada in September. It is the first boat to have a large percentage of Canadian ratings as crew and, it is hoped, while in Canadian waters, opportunity may be found to visit Vancouver. H.M. Submarine Ambush (Lieut-Cdr. Boyle) which has recently returned from Canada travelled some 34,000 miles during the commission, and Alliance may well exceed this figure. Recent visitors to be shown around Alliance were a group of the Master Mariners who, led by Capt. Cooper (Boat Steerer), showed a keen interest and appreciation in the visit. H.M. Submarine Sea Scout (Lieut. A. J. Whetstone) after exercises off Ireland recently visited, in company with ships of the 3rd Training Squadron, Bayonne. The visit was very much enjoyed. On

leaving, due to the strong westerly wind and swell, the bar at the entrance to the River Adour was a somewhat threatening sight, and several waves broke over the bridge to the huge delight of those watching from ashore. In the September issue of NAVY NEWS it is hoped to include a report of H.M. Submarine Artful (Lieut-Cdr. J. T. Mitchelmore) on a trip to and from Bermuda.

The Submarine Old Comrades' Association Blockhouse Reunion will take place on Saturday September 29. Those who, by virtue of service in Submarines, are entitled to seek membership should write to the appropriate Area Secretary in the list below.

Plymouth.—Mr. J. Muir, 6 Lucas Terrace, Prince Rock, Plymouth.

Medway Towns.—Mr. W. Sadleir, B.E.M., 18 Rainham Road, Chatham, Kent.

N. East Region.—Mr. J. V. Hogg, 13 Stratford Grove Terrace, Heaton, Newcastle-on-Tyne, 6.

West Riding.—Mr. R. G. S. Reade, 20 Rookwith Parade, Eccle Hill, Bradford 2, Yorks.

S.E. Kent.—Mr. M. T. Fowler, 31 Thornbridge Road, Deal, Kent.

London.—Mr. P. W. Elliott, 23 North End Road, West Kensington, W.14.

Portsmouth.—Mr. I. Chapman, 9 Nettlecombe Avenue, Southsea.

Norfolk.—Mr. J. F. Holdsworth, 18 Florence Road, Thorpe Hamlet, Norwich.

To those who remember the last of the sailing Dolphins a recent letter from Lieut. C. D. Brunt of 3 Broadway Avenue, Layton, Blackpool, will be of very deep interest. At the turn of the century he served as a boy in H.M.S. Dolphin and he vividly recalls how, after taking part in the Royal Review, the ship anchored for the night off Lee-on-the-Solent. The Ward Room Mess recently presented him with a copy of a photograph of this Dolphin, and although it is 54 years since he left her, Lieut. Brunt states that every line is as familiar now as it was then. In fact he reports that he has marked the little spot at No. 3 Main Royal Yard where he used to stand to furl or to set sail.

Of Blockhouse News the recent promotions of Surg.-Cdr. A. E. Flannery, O.B.E., to Surg.-Capt. and Cdr. P. G. Sharp, D.S.C., to Captain afford a very deep satisfaction to all in the Peninsula as, too, were the promotions of Lieut.-Cdr. A. Coleman and Lieut-Cdr. J. R. Pardoe to Commanders. Capt. P. G. Sharp, D.S.C., has been relieved by Lieut.-Cdr. F. N. Stephenson who until recently was Commanding Officer of H.M.S. Magpie on the South Atlantic Station. Within the last few months the ship not only landed the Gough Island Scientific Expedition on Tristan da Cunha, and also acted as guardship at Lagos and Port Harcourt during Her Majesty The Queen's tour of Nigeria but found opportunity to exercise six weeks with H.M. Submarine Acheron. A more detailed study of submarine training was made when Cdr. Stephenson spent a day at sea in H.M. Submarine Acheron—the roughest day of the whole six weeks!

H.M.S. LOCH FADA

AN OMINOUS date, Friday, July 13, saw the return of H.M.S. Loch Fada to the Persian Gulf, after an absence of some four months; an absence which in some ways we did not want to end.

Needless to say, our second spell in these waters, which the calming effect of oil seems to make none the less troublesome, is going to be much hotter than our first spell when, way back in December and January, day temperatures of as low as 65 degrees were recorded. Now we shall be lucky to see the thermometer drop below 85 degrees.

During the first tour of duty in the Gulf, after having spent Christmas in Kuwait, visits to Persia, Iraq and the Sheikdoms of the Trucial Coast, opened our eyes to the Arab way of life. Khor Kuwai, a desolate and almost uninhabited anchorage at the entrance to the Gulf, was popular if only for the swimming and beer each evening; but in addition, the site of a rather primitive cricket and hockey pitch was discovered nearby, and used on a number of occasions for enjoyable if not wholly profitable practice matches. Early on in this period, the Medical Officer had been involved in a transfer at sea drama, when the ship was diverted to close the R.F.A. Wave Master, one of whose crew, suffering from a dangerous abscess in the mouth, was in great pain.

Our departure from the Gulf in early March was hasty to say the least. We proceeded with all dispatch towards Aden for an unknown operational commitment. After three days, we were diverted to Mombasa, where,

upon arrival one week after having left Bahrain, we embarked Archbishop Makarios and three other Cypriot Deportees. Our visit to the Seychelles, whether we were taking these people, had only one fault: it was not long enough—but then no visit to these Paradise Islands could be. In spite of Lenten restrictions in a predominantly Roman Catholic population, the Seychellois gave us a reception which none of us is likely to forget.

We arrived in Colombo for our refit, and took station leave at the Diyatalawa Rest Camp in the hills of Ceylon. At Trincomalee we accompanied H.M.S. Superb while she was working up. In addition there were several sports fixtures, on grass pitches for a change, and visits to the ancient city of Anuradhapura, and to Sigiriya Rock.

Loch Fada set off for the West Coast of India at the end of May. The ship paid informal visits to Cochin, Bombay and Karachi, and the entire ship's company at each place was on the receiving end of most generous hospitality. Unfortunately, June is the time of year when the South-West Monsoon visits the West Indian Coast, with heavy rains, great humidity and a strong swell.

Ten days at Aden provided an opportunity to buy "rabbits." A sand-storm and an early departure were the high-lights of the visit. An early departure was made because the ship was ordered to steam, at high speed to the position of a merchant ship, S.S. Corabank, running out of fuel and in heavy seas. She was located and led by us to an anchorage in the lee of the island of Socotra, off the most easterly tip of Africa. There we waited with her until the R.F.A. Wave Sovereign arrived with fuel.

Back in the Gulf, and in Bahrain once more, we are eagerly awaiting the time of our arrival in Pompey in November.

H.M.S. ST. VINCENT

The Boys' Training Establishment Is No Longer

BOY SEAMEN turned in for the night on Saturday, March 31, and turned out on Sunday, April 1, as Junior Seamen. This was all very well on paper, but verbal modes of address took some adjusting.

The rise in pay and the change of style of the Navy's youngest sailors are not the only innovations of the last four months. At the beginning of the Summer term the first recruitment of Junior Electrical Mechanics joined St. Vincent to start their training alongside Junior Seamen. At the same time our sister establishment, H.M.S. Ganges, started training Junior Naval Airmen and Junior Engineer Mechanics.

For the junior seamen a further interest has been added to the course by the introduction of specialist qualification selection in their sixteenth week. This is preceded by a round of visits to the specialist schools and days to sea with the Portsmouth Squadron, all of which helps the juniors to assess their suitability for Gunnery, T.A.S. or Radar Plotting aided also by the P.S.O.

On May 25 we said good-bye to our elder brothers, the junior seamen of the Training Squadron whose ships, Theseus and Ocean, had finished their refits in Portsmouth and Devonport Dockyards. We hope they enjoyed their stay with us as much as we enjoyed having them. We were in many ways sorry to see them go.

May 31 was hot and sunnery in spite of a stiff breeze, and was not an ideal day for standing still on parade. However, the Queen's Birthday Parade on Southsea Common went well and the juniors did themselves and their instructors great credit by their smart turn-out and drill. It has been said that their marching was second only in style to the Royal Marines—Oh! and perhaps No. 1 Platoon from Whale Island! In spite of the strain of the great occasion (which proved too much for some of the older men on parade as well as for juniors) the day was much enjoyed by all—an exciting forenoon followed by a well-deserved make-and-mend.

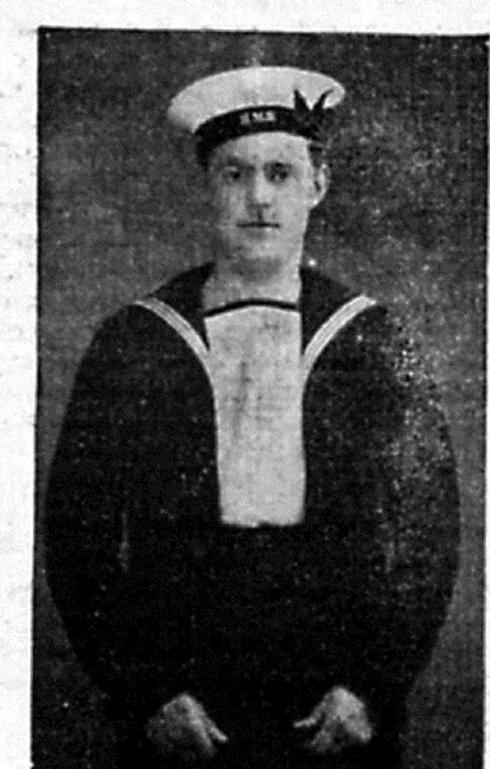
Days out of routine are popular amongst all sailors, and the junior is no exception. Thus, the visit to the Royal Tournament on June 20 was popular from every point of view—a day free from instruction, a very pleasant round trip to London in Southdown coaches and an excellent show at Earl's Court as the objective. The applause of 400 enthusiastic juniors must have made an average afternoon audience seem like a record

(Continued on Page 10, Col. 1)

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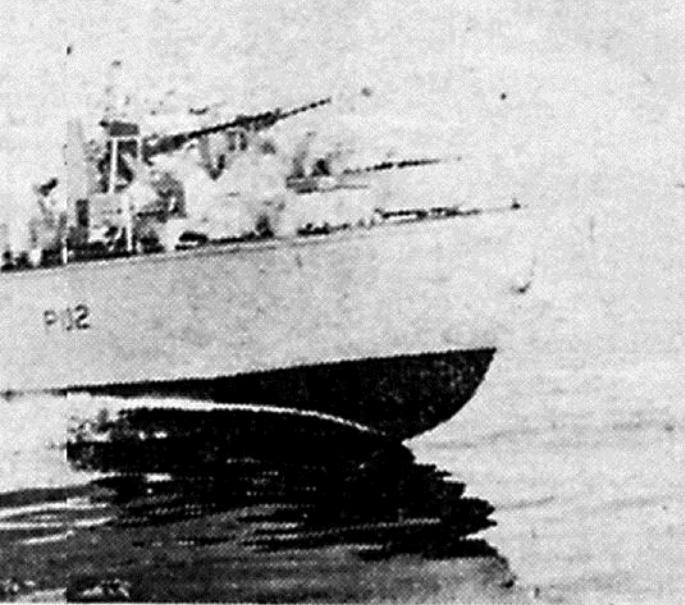
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COMMAND NEWS (continued)

"house" to the performers in the arena.

This summer has been a good one for the juniors' first cricket team, and among our successes was a convincing victory over Ganges by 22 runs when they visited us early in July. Listeners to the B.B.C. Light Programme may have heard rather a misleading report in a programme called "Hello, Mum" on July 9. It is perhaps appropriate to correct here in print any misconception which may be circulating! Every year, during the first week-end in July, sportsmen from H.M.S. Ganges and H.M.S. Fisgard (the Apprentices Training Establishment at Torpoint) gather at St. Vincent. All three establishments compete against each other, over the week-end, at cricket, sailing, athletics, swimming and water polo. This year, contrary to reports, St. Vincent beat Ganges at cricket and at athletics and drew the water polo match. St. Vincent beat both Ganges and Fisgard in the sailing race. Fisgard, with about one year's advantage in age, had the edge on us at athletics, cricket and water polo although we beat them at swimming. We were, in turn, beaten by Ganges at swimming. This, of course, is an entirely unbiased way of putting it.

Athletics, hitherto a cinderella sport at St. Vincent, has taken a leading part in this summer's sport. Two fixtures were made with Gosport Athletic Club; both were a great success and we hope to repeat them next year, together with some fixtures against other schools.

Sports Day, which is always looked forward to with enthusiasm, was no exception this year. The weather held us in suspense all day, but in fact it only rained during the tea interval which upset nobody.

Many distinguished people have visited us during the term, the outstanding day being Sunday, May 27, when the Commander-in-Chief accompanied by Lady Creasy, visited us. The Commander-in-Chief inspected Divisions and then presented the B.E.M. to our well-loved canteen manager, Mr. Arthur Hindry. Mr. Hindry has long associations with St. Vincent—or Forton Barracks as it was known when he served here as a Royal Marine long before it was converted for use as a Boys' Training Establishment. Mr. Hindry returned here finally after the last war and has been manager for over ten years, ably assisted in the Juniors' Canteen by Mrs. Hindry.

The C-in-C's visit was a great occasion for the new entry juniors; it was their first march past and also visitors' day, when as many of their parents, relations and friends as could travel here, came to watch Divisions and attend church. After church, the Commander-in-Chief and Lady Creasy talked with parents of the new entries. What a great introduction to the Royal Navy for the latter.

There are still several events to come before the Summer term ends on August 17. The annual Field Gun competition—a simpler version of the great Royal Tournament competition between the four Port Divisions—always arouses much enthusiasm among St. Vincent's four divisions. This is followed by the aquatic sports, for which we are hoping the rain keeps away this year. As usual, of course, the term will end in a welter of school examinations just to give the juniors an even sharper appetite for leave.

H.M.S. OSPREY

SINCE LAST going to press, the Wardroom have succeeded in retaining for the third successive time, the "Chipped Bat" by beating the officers of H.M.S. Vernon in the annual cricket match at Portsmouth. It was quite a close game, but the resolute defence of Mr. Amos, our shipwright officer, enabled us to win by one wicket. Our first eleven has recently received a very welcome addition in P.O. Coles, who has returned to us after eighteen months on board the

Ark Royal. Against a Weymouth side recently he showed that he has lost none of his old form by scoring an undefeated eighty-three.

On Saturday, June 23, the annual R.N.V.R. Regatta was held in Portland and the competitors in this popular event, who travelled from all parts of the country, were accommodated in Osprey over the week-end.

On July 4, the Commander-in-Chief flew to Portland by helicopter to unveil the memorial to L./Sea. Jack Mantle, V.C. Mantle was awarded his V.C. posthumously after being mortally wounded on board H.M.S. Fovylebank when German dive-bombers attacked Portland Harbour on this day in 1940. The memorial takes the form of a Sun Lounge, situated high in the grounds of R.N. Hospital and overlooking the harbour. Mantle's parents from his native Southampton, with the Mayor of Weymouth and Chairman of Portland U.D.C. were there to witness the ceremony. A Cin-C's guard of forty-eight under the command of Lieut. Gaskin was provided by Osprey.

The Morse Cup and medals were presented to the staff of the Second Training Squadron by Mrs. Morse, wife of the donor, Rear-Admiral H. E. Morse, on July 9, when they won the Portland Rifle Team Title Competition.

A very successful Junior Ratings' Dance was held in the Queen Hall, Weymouth, on July 17. Capt. and Mrs. Balfour, Cdr. Eyre and several officers attended. Bill Maynard, of TV fame, and other stars of the Weymouth Summer Show put in an appearance, Maynard giving a cabaret turn late in the evening.

At the end of August, we shall be losing Inst.-Lieut.-Cdr. Blakeley who is so well known to most of us in the T.A.S. Branch. He is leaving the service to take up a post with the Bristol Aeroplane Company and particularly wishes to thank all T.A.S. instructors in both Osprey and Vernon for their help and loyalty during the past fourteen years.

In Memoriam

Wtr. D. R. Hughes, D/MX 940017, R.N. Air Station, Stretton, June, 1956. (Exact date not known as his body was found in Wallasey Dock area).

Air Mech. J. Owen, LSFX 886612, R.N. Air Station, Yeovilton, June 29, 1956.

Lieut. R. C. Barkway, R.N.V.R., R.N. Air Station, Bramcote, July 1, 1956.

Lieut. G. H. Capps, R.N.V.R., R.N. Air Station, Bramcote, July 1, 1956.

Wren Air Mech. B. L. Palmer, O.N.11313, R.N. Air Station, Lossiemouth, July 15, 1956.

C.R.E. (Air) D. E. Middleton, LFX 770290, H.M.S. Ariel, July 18, 1956.

L/Sea. T. E. Spink, P/SSX 856912, Dundas, July 8, 1956.

S.C.P.C. (S) E. H. Barker, P/M 49729. Warrior, July 12, 1956.

E.R.A.2 D. B. Birmingham, P/MX 569323, Scotsman, July 15, 1956.

A.B. M. Kublin, P/J 947848, Bellerophon, July 15, 1956.

Sig. K. J. Brindle, P/SS 939156, Newfoundland, July 12, 1956.

Lieut. P. G. Flower, R.N. July 28, 1956. R.N.A.S., Lossiemouth.

H.M.S. ARIEL

IN COMMON probably with most establishments the Summer Term in H.M.S. Ariel has been full of activity. On Wednesday, May 30, the Sports Day was held and aided perhaps by the ideal weather, Ariel records were broken with a regularity which might have been described as monotonous but for the terrific excitement and enthusiasm engendered.

Then on June 12 and 13, Flag Officer, Ground Training, conducted a full scale inspection so the weeks preceding were far from idle. The inspection was most thorough, but when the Admiral addressed the ship's company he expressed himself as well pleased with the result. Instead of the customary evolutions, the exercises which rounded off the occasion involved dealing with the after effects of an atomic explosion which was supposed to have taken place some miles away. Some of the "refugees" who arrived in search of succour were perhaps inclined to allow their enthusiasm to run away with them, but aid and comfort were provided for those requiring it.

On Saturday, June 23, came what

was probably the culminating point, when Ariel threw open its gates to the public for its annual "At Home." Over 5,000 visitors took advantage of the occasion which was officially opened by the Mayor of Winchester. During the air display processions of Seahawks, Vampires, Wyverns, Sea Venoms, Gannets, and Fireflies, hurtled across the airfield in a thrilling display of aerobatics, and helicopters demonstrated sea rescue methods. In contrast the graceful silent performance of a glider was fully appreciated. Other displays such as fire-fighting and physical training added variety to the entertainment. The hangars and instructional rooms contained static displays from a model of the Navy's first airship to guided weapons. Sideshows, cheap flights, film shows, and a host of other attractions provided a continuous round of enjoyment. Ceremonial Sunset, Beating the Retreat, and Evensong at the Church of St. Michael brought a memorable day to a close.

Although complete figures are not yet available it is expected that Naval charities will benefit to the extent of some hundreds of pounds.

H.M.S. SCORPION

H.M.S. SCORPION is now reaching the end of her first General Service Commission, and is shortly to reduce to reserve in Portsmouth.

It is pleasant to be nostalgic and look back on some of the high-lights of the last eighteen months; our first efforts at shooting and A.B.C.D., the regatta at Marmarice (how we sweated and how badly we did), the wonderful summer in the Mediterranean and the terrible rain in Gibraltar. The panic before Captain (D) inspection because of that rain—red lead all over the upper deck—and the delights, despite the cold, of being home for Christmas. Other things come to mind from our Mediterranean time, a gentlemanly patrol off Cyprus before the serious Eoka business, the pyramids at Cairo, ferry boat duties as the "Star of Sliema," the gunner claiming a sleeve, and the jolly in Sicily. Then there was the time when stationing distance was 1,000 miles apart, the Squadron being split between U.K., Gibraltar, Malta and Cyprus, and the great occasion when we were all together at Oran for the first time in eight months. Our best sporting achievement was the water polo team, undefeated by a service side, unlike the Wardroom whaler's crew which carried out its training under cover of darkness in the Hotel Splendide at Port Said.

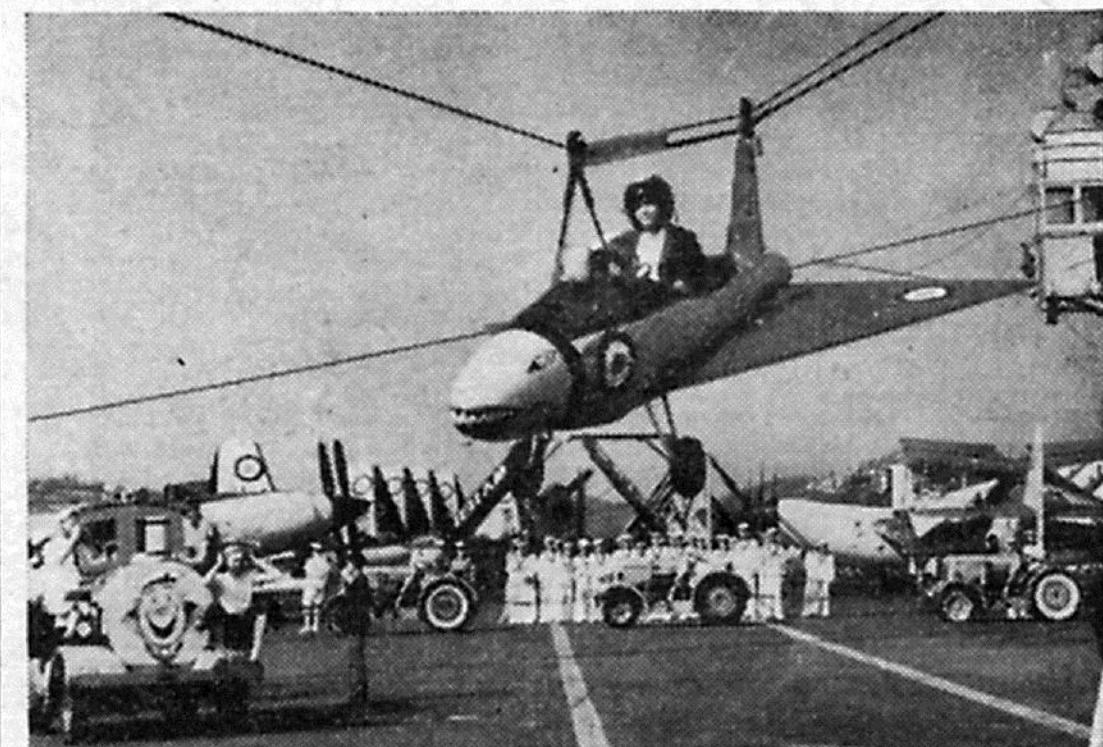
After a freezing spell in Londonderry where the ground was so hard you couldn't even push in a golf tee, the spring cruise took us back to our old haunts in the warmth of Gibraltar. Unlike our refit time, there was no sport every day on this visit. Hard work was the order of the day, broken only by a weekend in Cadiz, which many enjoyed for a visit to the Sherry Bodegas near Jerez where the hospitality was lavish. During this period we fired our full outfit of torpedoes and successfully recovered them all, so, to keep the Tas branch quiet, the gunner claimed another sleeve. The band of the Seaford Highlanders played us out for a final farewell to Gibraltar and home to a well-earned Easter Leave.

The Summer Cruise started in Le Havre. Well over half the ship's company disappeared from there to Paris, where, together with our "Oggie" rivals, there were over 200 for Saturday night. Only one (not a Scorpion) failed to catch the 0200 buses and was still there on Sunday. After that lighthearted start we joined Flag Officer Flotillas and the Fleet for a strenuous passage to Invergordon, followed by the weapon training period. There wasn't much we didn't do during that time, which culminated in a week in Loch Eriboll under war condition. Anti-submarine actions, bombardments, surface and anti-aircraft firings became routine. The gunner claimed two sleeves and a rabbit, and, in reply, the T.A.S. world made an even bigger bang by engaging Scotland with a live torpedo. An atom bomb was dropped one night, causing Glasgow, De Zeven Provincien and Scorpion to clear the harbour at twenty-five knots in line abreast, and the finale was a major battle ashore with the Squadron battalion "mopping up" some Royal Marines. However, not all was work in Scotland. By denuding the Home Fleet of camping gear we put a Sherpa party of forty ashore in Loch Eriboll, who thoroughly enjoyed the first fine weekend in Scotland this year. The shallow water divers went away, ostensibly for practice, but seemed to spend most of their time cockling, while others climbed various high moun-

H.M.S. Eagle

OUR FIRST Summer Cruise was carried out between June 2 and 30, 1956, during which time Eagle launched over 600 sorties, the total mileage being equal to one aircraft flying round the

countries would tilt the balance in favour of the British Navy. The people of Istanbul will remember these sailors as true gentlemen who, contrary to others, not only visited the



The flight deck during a party for 400 children at Istanbul

Equator twelve times. The ports of Istanbul and Beirut were visited where we enjoyed lavish hospitality from the local communities. The sight-seeing tours around both these places were very popular.

At Istanbul a large crowd watched the ceremony of Beating the Retreat. On June 12, a flying display was given for the President and Senior Naval Officers, and a party for 400 children was held on board. The ship's team played football at the Istanbul Stadium against a local team which had just returned from playing against the Moscow Dynamos. Although we lost, it was a fine hard match.

The following report appeared in one of Istanbul's daily papers shortly after we sailed: "Although the Navies of many countries including the U.S., France, Brazil, the Argentine, Pakistan and Russia have been to Istanbul, none have been able to draw the affection and the interest enjoyed by British sailors. The people of Istanbul have been particularly impressed by the British sailors' courteous behaviour in public conveyances and their refined way of amusing themselves in the main street of Beyoglu. The result of a comparison between the British sailor, who although inebriated, did his best to hide it and avoid offending anyone, with the behaviour of sailors from other

city but tried to entertain the people by arranging ceremonies, parties for the children, etc."

At Beirut on June 19, Eagle gave a flying display, for the Lebanese President and another children's party was held on board. One sightseeing tour especially interesting was a visit to Damascus.

We took part in one major exercise "Thunderhead" in the Gulf of Genoa area with the American 6th Fleet under the command of Rear-Admiral Pirie, U.S.N. This fleet included the aircraft carriers Intrepid and Ticonderoga. Eagle acquainted herself well by making controlled interceptions against "enemy" aircraft with her Seahawk and Wyvern aircraft to the tune of 110 interceptions against 198 aircraft.

The fleet were also harassed by "enemy" submarines, the Gannet anti-submarine aircraft took care of these and claimed five "kills" and two "probables."

This exercise lasted four days from June 25 to 29 when we left the fleet and set course for Malta, disembarking part of the Air Group to R.N.A.S. Hal Far for further flying exercises, before entering Grand Harbour.

We shall be in all respects ready for sea again by July 17 when the second cruise is due to begin.



Wyvern strike aircraft of 830 Squadron, H.M.S. Eagle, pass over the crater of Mount Etna, in Sicily, during recent N.A.T.O. exercises

See page 16 for Classified Advertisements

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(Continued on Page 11, Col. 1)

COMMAND NEWS

(Continued from Page 10, Col. 3)

tains. For the less energetic there was a fishing competition over the side, won unfortunately by an Oggie Coxswain, who caught a quarter of his own weight.

We left Scotland in mid-June for our last foreign visits. After an enjoyable few days in Belgium we sailed a thousand miles north, into the Arctic Circle, to the land of the Midnight Sun. This was rather an anti-climax as the Midnight Sun remained hidden behind clouds throughout our stay, also our visions of limitless fresh salmon were mere daydreams. However, reindeer antlers are now standard messdeck fittings.

At Lyngseidet, the petty officers gave a party for forty children, but the firework firing pirates in the motor boats brought off over 150, a quarter of the total population. A good time was had by all, a large bouquet of flowers arriving the next day "from the children of Lyngseidet." The shallow water divers caused a stir ashore with a demonstration off the jetty.

Hammerfest, our last call, is the most northerly town in the world. We returned from there to Rosyth after an exercise in the North Sea which was largely fogged out.

On passage from Rosyth to Oban, where we are spending a week for our final courtesy call, we dropped the whaler off Inverness to find its own way through the canals and hope it will rejoin us here in a few days.

While in Rosyth, where we won the Silver Shield for galley baked bread, we said farewell to most of the Home Fleet. Flag Officer Flotillas walked round the ship and later said good-bye to us all. He had many kind things to say about our cleanliness, efficiency and morale. He reminded us once again that the torpedoes and shells leaving the ship, and sometimes even hitting the target, are only the result of the efforts of all, and particular credit must be given to the Engine Room Department, the Communication Staff and to those who have maintained our equipment in first class running order, not to mention the much abused "daymen."

And so we come to the end of our commission, having fired 2,000 rounds of 4 inch and burnt 8,000 tons of fuel to steam 28,000 miles. All we are counting now are the days to Pompey and Summer Leave.

H.M.S. DIANA

ON A choppy afternoon in late March of this year, the latest of the Darlings slipped out of Plymouth Sound and pointed her bows in the general direction of the fabulous Monte Bello Islands. These islands, said the Buffer, held in store untold pleasures; not the least being the sultry female population which (for some obscure but convenient reason), vastly outnumbered the male.

The outward trip was compared by one gentleman to the First Lieutenant—stopping frequently for a quick look round, thus—Gibraltar six days (paint ship grey), Malta two days (paint Valletta red), Port Said two hours, Aden only six hours (thank goodness), Colombo eight hours (with regret), and Singapore two days. Ten days' shore leave out of a possible thirty-four.

We frequently exercised action stations, shelter stations, prewetting stations, and all stations to Keyham. Sitting at shelter stations in the Red Sea, with the thermometer bubbling around 120° and the ship closed down, was similar to the effect of a love affair conducted in a turkish bath.

On arrival we found that the luxuriant, palm-clad, sun-drenched, girl-kissed South Sea Islands of Monte Bello were a few lumps of bare coral. The only living things seen ashore were a number of odd-looking scientists and a live rontgen carrying on a polite conversation with a beta particle. After gazing on this beautiful scene for a couple of days, we were allowed to steam the eight hundred miles to Fremantle in order to recover.

There we revived ourselves to the best of our ability and the worst of our pockets, much to the delight of the local purveyors of pleasure. Twelve miles away Perth, the capital of Western Australia, offered a wider range of amusements which were not entirely neglected by the pleasure-seeking sailor.

After a fleeting week of comparative ease, we were recalled to Monte Bello, and invited to watch the premiere of a one-act comedy called "The Dream of Guy Fawkes." A picture of these fearsome-looking fireworksmen appears on this page.



fifteen days to Malta with stops for fuel only at Aden and Port Said.

It has been our happy lot always to be wanted, first in Monte Bello at the rush and now by C-in-C. Mediterranean. When we reach Malta we shall be very pleased with our 25,000 miles in just over four months, proud too of our Engineroom Department who have achieved it. Economical speed—we've hardly heard of it. Everybody wants Diana—and we feel sure that Flag Officer Cyprus has designs on us. Never mind, next commission will be centralised drafting. You Pompeyites will be doing atomics and we Westoes will be bird-watching in Protector.

H.M.S. SULTAN

THE MORE notable events which have taken place in H.M.S. Sultan during July have been the End of Term Passing-out and Prize Giving Ceremony of the "D" Term Mechanic Candidates; the End of Term Dance, and our first Sports Day.

Taking them in chronological order we come to the Sports Day held on July 2, just one month and one day after commissioning. With marquees glistening in the sun (and there was some), and flags billowing in the breeze (and there was some of that also), the sports field made an attractive setting for the Establishment's first-ever Sports Day.

Despite the little time allowed for training, the standard of the athletics in the inter-part competition compared favourably with those of other establishments in the Command. Most of the individual winners returned times and distances which qualified them to enter the Command Championships with Lieut. Sanders and P.O. Engineering Mechanics Dewick and Morton entering the finals of the Shot, Hammer and Javelin events respectively.

With the aid of P.O. Engineering Mechanic Kemp, who won the *Victor Ludorum* prize with his prowess at jumping, "B" Class Mechanic Candidates easily won the inter-part competition with 135 points. The combined "C" and "D" Classes of Mechanic candidates were runners-up with 73 points.

After the more serious side of the day had finished, it was the turn of the veterans, wives and children to show what they could do. Capt. L. F. Ingram, the Commanding Officer, easily won the veterans 100 yards handicap, and his turn of speed surprised even those who knew he was a former Navy long jumper.

A most successful day was concluded with Mrs. Ingram presenting the prizes.

It may not be generally known that a Mechanic Candidate does a two-year's course before he finally qualifies as a Mechanic III. Many fall by the wayside in this strenuous course and the final passing out of the "D" term after two years of effort is an occasion for congratulation and gratification for each Mechanic concerned.

To mark the occasion a Prize Day

was held, on the afternoon of Thursday, July 5, in the Concert Hangar, to which wives, families and friends of all Mechanic Candidates were invited. It was most pleasing to see the fine response to this invitation, and those attending were cordially welcomed by the Commanding Officer.

Each Mechanic of the passing-out class, in turn, was called up to the dais to receive his certificate as a Mechanic III, together with any educational certificates that he had won during his two years' course. The presentation of these, and of the prizes, was performed by Rear-Admiral P. C. Taylor, C.B., from the Deputy Engineer-in-Chief (Personnel).

The prize-winners well deserved the ovations which they received from their classmates and families. They were Mechanics III R. Heely (Technical Prize), R. Knowles (Practical Prize, i.e., the best performance in the Practical Trade Tests throughout the course), W. Harrison (Morrell Prize for the best all-round Mechanic), and J. R. Stanford (Herbert Lott Fund Prize). This is the first time that the latter prize has been awarded, and as directed by the Admiralty it was awarded for efficiency.

After the Prize-giving ceremony the establishment was open to visitors.

The same evening a very successful end of term dance was held in the Concert Hangar, which was gaily decorated for the occasion.

A varied programme of dances was enjoyed, and the spirit of the evening was well maintained by many novelty dances, the winners of which were presented with their prizes by Mrs. Ingram. The general organisation of the dance was done by Inst.-Lieut. J. Wilkinson.

Finally, a word of congratulation to the Ship's water polo team who have just completed a successful initial season in the Command Water Polo League, Division 2, by finishing as runners-up. It is hoped that equal success will be enjoyed in the premier division next season.

H.M.S. VERNON

THE AMERICAN Training Squadron has departed, and our job as host to U.S.S. Iowa is completed. The scale of the entertainment provided by the civic authority was so great that there was little need for our messes to provide any—short of issuing an open invitation. The Wardroom succeeded in defeating the teams from the ship at softball and at sailing, but bowed their heads on the tennis courts.

For the second time in a month a member of the Vernon W.R.N.S. has been presented with a Long Service and Good Conduct medal and gratuity. Our congratulations to P.O. Wren Hilda Marsh, long may she wear it.

The Wardroom gardens have been the site of two events this month—the Friendly Wives Garden Party, and the Wardroom's Summer Ball; both events are considered to have been eminently successful.

Our Field Gun's Crew has had a very hectic course of training under the able hands of the Chief G.I., but failed to achieve the desired position in the Brickwood Trophy. However we congratulate them on a very noble effort.

We were honoured by a visit from the Earl of Gosford, Parliamentary Secretary to the Ministry of Defence, and he appeared to be duly impressed with his tour of the establishment.

We have said good-bye to our Sports Officer, Barney Kavanagh, who has swapped his cap and sword for a bowler hat and umbrella. We understand he is going to tour Italy for a few weeks well-deserved holiday. Readers of this paper will recall that Barney featured as the Sportsman of the Month some time ago, and his service career was laid bare in some detail. We will miss him not only in the sporting field but in many other ways, not least in the Drama Team. He is a very talented actor and has supported the "board treders" on every dramatic occasion. We wish you luck, Barney, in your future ventures.

R.N.A.S. ABBOTSINCH

SUMMER HAS not yet struck this area with its accustomed fury and the result is that at the time of writing it is, amazingly, in the Glasgow district an offence to use a hose on the car or garden. However, as Summer Leave is still to come, there is obviously a good chance that this unusual crisis will recede in due course.

One boundary of this Station lies parallel to and only a few yards from the River Cart which runs into the Clyde and on which Messrs. Fleming and Ferguson Ltd. have their shipyard. On June 11 the John Biscoe (survey ship) was launched from the yard by Lady Lennox-Boyd and the firm very

kindly extended a general invitation to the Station to watch the proceedings, as well as to the Commanding Officer, Capt. J. V. Waterhouse, D.S.O., O.B.E., as an official guest.

A large number were able to drag themselves from their duties and enjoy the spectacle of a ship sliding into a stretch of water which, to the uninitiated, was far too narrow. However, the builders' quiet confidence about their work with the tape-measure turned out to be justified and all went well. There was none of that nonsense about the aggrieved purchaser watching the upturned hull floating downstream and saying to the Manager, "Well, what's the excuse this time?"

602 (City of Glasgow) R.Aux.A.F. Squadron has its home with us and we feel a certain pride that they were this year's Cooper Trophy winners as the Auxiliary Squadron making the greatest improvement in overall efficiency. His Grace The Duke of Hamilton and Brandon, Honorary Air Commodore, officiated at a very pleasant ceremony on the Station on June 23, when the Squadron took the Trophy over. There was a parade of the Squadron complete with Squadron Pipe Band, and the ceremony ended with a fly-past of 602's Vampires.

On June 29, the Wardroom held a very successful Summer Ball and on that same evening His Royal Highness, The Duke of Edinburgh, piloting a Heron, landed here on his way to join the Britannia at Rothesay. It is a fact that although absolutely no prior publicity was given to the Duke's arrival, a civilian with no connection with the Station was heard to remark that the Wardroom must be going to have a fine affair, when Prince Philip is coming up for it. It was a fine affair, but His Royal Highness was elsewhere at the time.

The Station held its annual sports day on July 18. Apart from A.A.4 Ellis who came second in the Inter-Services Hop, Step and Jump with 43 ft. 5½ ins., we have not found any brilliant new performers—not even a dark horse cunningly entered in the Dogs' Handicap, Free Style. On the other hand, we did have a jolly good afternoon of it, with plenty of willing triers and helpers, and in spite of a constant threat, no rain to speak of.

From the Meteorological Department

His Royal Highness The Duke of Edinburgh visited the Clyde Area June 29—July 3 for Clyde Week Yacht Racing. Our Met. Staff haven't been the same since. His Royal Highness's arrival at Abbotsinch on the Friday night coincided with the arrival of a warm front. The Senior Met. Officer was like a record in a groove during the pre-flight period: "Typical V.I.P.s' flying weather. No wonder Met. men grow old before their time!" was all that was heard from the Met. Office.

Forecasts were also supplied twice daily to the Royal Yacht. For this service, of course, the scientific approach would have been entirely inadequate, so the aid of the local pundits was solicited. The forecasts of the Preventive Officer at Rothesay couched in such terms as, "It'll be a grand day for sailing the noo," and "Twill be wurrse afore it's better," were most helpful. The Gaelic portents would doubtless have clinched the issue, but as these were not understood, the finality was provided by a Mr. McDermott's seaweed reports at 0700 each morning from a promontory overlooking the sailing course. To the embarrassment of the Met. Staff it was found later that Mr. McDermott was employed in the residence of the Marquis of Bute where the Duke stayed. We hope he didn't split.

Among those selected to represent the Service at the Inter-Service Championships, held at R.A.F. Uxbridge, were Wren Perry (Victory), Wren Beard (Mercury) and Wren Bendle (Vernon).

W.R.N.S. NOTES

THE MONTH of July has been chiefly notable for its many sporting events and the preparations for Navy Days.

In all units people have been putting final touches to their entries for the Exhibition of Dolls which is being held in aid of the King George's Fund for Sailors on July 30 and 31 and August 1, at Duchess of Kent Barracks. Some, who have never been known to sew or knit, have found themselves possessed of unsuspected talent.

The rehearsals for the European Folk Dancing Display for Navy Days are in full swing under the expert tuition of Second Officer Morris, W.R.N.S., and we are all looking forward to a preview of these colourful dances after the Exhibition of Dolls.

H.M.S. MERCURY

This month we say good-bye to Third Officer Reed, who is leaving us to be married. We are very sorry to lose her, but wish her every success in her married life. In her place we welcome Second Officer Ridley-Thompson, from H.M.S. Excellent, and we hope she will be happy in Mercury.

We are also sorry to lose Chief Wren Hoy, our Chief Wren, Regulating, who is going to Malta. She is very pleased with her draft, and we wish her the very best of luck there. We welcome Chief Wren Pettit in her place.

R.M. BARRACKS, EASTNEY

Congratulations to Wrens Harvey and Newton, who were awarded their marksmanship badges at the R.N. Rifle Range, Tipner.

SPORTING EVENTS

Each week of July has had a least one major sporting event. The month began with the Inter-Command Tennis Championships at Burghfield, in which Portsmouth came third. The Command Athletic Meeting also took place that week and provided some exciting performances despite very bad weather. The second week of the month brought a big influx of visitors from all commands for the Inter-Command Cricket and Inter-Command Athletic Championships, both of which were held in Portsmouth this year. The weather was kind for the athletics and the first two days' play of the cricket championships. Air Command won the athletics, with Portsmouth second, Nore third and Plymouth fourth. As in previous years the finals of the cricket were played in H.M.S. Excellent: this year's finalists were Nore and Air Command, and despite winter weather some very interesting cricket was seen. Air Command won the cup, which was presented by Captain M. F. Andrew, O.B.E., R.N. (Staff of the Commander-in-Chief, Portsmouth), to Wren Disbury, of R.N.A.S., Yeovilton, who captained the Air team this season. After Service trials the following Portsmouth players were selected to represent the Service at the Inter-Service Cricket Championships in September: P.O. Wrens Simpson (Mercury) and Henderson (Victory), and Wrens Perry (Victory) and Wilson (Mercury), reserve wicket-keeper.

New Service Record

Our congratulations to Wren Perry (Victory), who set up a new Service javelin record with a throw of 100 ft. 9 in. at the Inter-Service Championships, thus breaking the existing record by 1 ft. 7 in.

Wren Perry and Wren Beard took part in the Combined Services v. the Combined Universities match at Uxbridge.

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CALENDAR

Aug. 7—Havant Branch Meeting, "Black Dog," West Street.
 Aug. 8—Cheam's Annual Children's outing to Bognor.
 Aug. 12—Hounslow Branch visit R.A. Southall.
 Aug. 25—Cheam and Worcester Park Social Evening.
 Sept. 4—Havant Branch Meeting, "Black Dog," West Street.
 Sept. 8—Hounslow Branch visit Portsmouth.
 Oct. 13—Reunion and Parade in London.
 Oct. 23—Blackpool Trafalgar Night Dinner and Dance.

In Memoriam

S.M. Tom Harrison, Hounslow Branch; at New York. April 12, 1956.

S.M. Lionel Lewis, Hounslow Branch. July 8, 1956.

LINCOLN

ALTHOUGH LINCOLN is a long way from the sea, we managed to bring to the old city a salty atmosphere when, on Saturday, June 23, 1956, we had a full Naval day.

At the County Assembly Rooms the day started with a special meeting of the City Council and guests, to witness the honouring of Admiral of the Fleet Viscount Cunningham of Hyndhope, as a Freeman of the City. At this meeting almost 400 people gathered together to pay tribute to Viscount Cunningham, and indirectly the Royal Navy. Naval and ex-Naval personnel from Lincolnshire were included in the guests.

In the afternoon of the same day, attended by Vice-Admiral F. R. Parham, C-in-C. The Nore, Viscount Cunningham was present at Lincoln Cathedral to unveil two stained-glass windows in the Seamen's Chapel, commemorating the exploits of Lincolnshire seamen throughout the world.

A parade followed the service, led by the Royal Marine Band from H.M.S. Ganges. The Lincoln Branch Standard was on parade, supported by standards from branches in the No. 9 Area. The Parade Marshal was "Spike" Marshall from Melton Mowbray. Viscount Cunningham took the salute at the march past. A guard of honour was provided from H.M.S. Gaeta, Hull, and members of the Royal Naval Minewatching Service. To bring the day to a close the Lincoln Branch organised a grand Naval ball at the County Assembly Rooms, attended by over 200 people.

We would like to thank our Vice-President, Cdr. W. K. Wood, R.N.V.R., for making the day a great success.

The branch children's outing took place this year at Cleethorpes on Sunday, July 1, 1956, when a good "bus-load" journeyed and spent a day by the sea.

Following the No. 9 Area meeting at Grantham on Saturday, July 14, 1956, the Grantham Branch invited Lincoln Branch over to join them in a social evening at the British Legion Club. The club was filled to capacity and Lincoln was no exception at giving a turn.

We have already a full bus for the Reunion in London on Saturday, October 13 next, and have planned to spend a weekend "up the Smoke," leaving Lincoln on the Friday at noon and returning on the Sunday evening. Our one regret is the shortage of tickets for the Festival Hall. If any branch has any over, please let the Secretary know.



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[Photo: Gifford Boyd]

HASTINGS AND ST. LEONARDS

March past of the 55 standards of the branches which attended the dedication of the new standard on June 24. The procession of nearly 1,000 men was the largest in the history of Hastings, and the service of dedication was most inspiring

Annual Conference, 1956

THE ANNUAL Conference of the Royal Naval Association was held in the Royal Empire Society Assembly Hall, London, on Saturday, July 21. No fewer than 179 delegates attended and there were 50 visitors present. Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., presided and the conference was opened at 10.15 a.m. by the Mayor of Westminster.

During the forenoon session the reports of the Chairman, Secretary to the Council, the Pensions Sub-Committee and the Finance Committee were presented and adopted. On the motion of the Bridport delegate conference noted and congratulated the National Council on their handling of the finances of the Association.

For the first time in the history of the Royal Naval Association, a trade union official addressed the delegates. This was done on the instance of the National Council so that delegates could be made acquainted officially of the attitude of the Trade Union with

regard to ex-Naval electrical staff employed in the Royal Dockyards. This address was received with acclamation. Conference was assured that the National Council will take the necessary action to improve the status of the ex-Naval electrical employees in the Royal Dockyards.

As a result of the elections for Area representatives on the National Council all the retiring members of the National Council were re-elected.

The afternoon session was taken up by resolutions submitted by branches.

A motion asking that the voting power at conferences should be "One vote, one branch" was carried by a small majority on a card vote. This is a very important change in voting procedure at any conference.

Another motion asking the National Council to produce its own periodical to the exclusion of NAVY NEWS was withdrawn after the Editor had addressed the Conference, which was unanimous in its desire to continue the

NAVY NEWS as the official newspaper of the Association.

Conference would have nothing to do with the wearing of regalia by branch and area officers, as was proposed in another resolution. Conference agreed unanimously to the National Council continuing negotiations for affiliation of other Associations without the necessity of referring to an Extraordinary Conference or an Annual Conference.

From my experience of the last ten Annual Conferences this 1956 Conference was the most friendly. The sincerity of all speakers was most profound and it surely was a sign of the times that there were many more younger delegates than in any previous Conference.

The host area, No. 1, provided sightseeing tours and a river trip for delegates after Conference. Delegates also took advantage of the amenities offered by the Headquarters Club in Lower Sloane Street.

The branch has been running a News Bulletin for some time. It is most useful in helping to keep in touch with those shipmates who are not able to get to all the meetings.

A steady trickle of new members keep coming along and it is a good idea that is being discussed at the Annual Conference to make all men leaving the Service fully-paid-up members of the Association for their first year.

The outing to Eastbourne was very successful. Anyone who wants a good outing could not do better than go to Eastbourne. We have been three times and on each occasion have been overwhelmed with their generous hospitality.

In future the last Friday of each month is being reserved for a social evening in conjunction with the Ladies' Section.

MIDDLETON

ALTHOUGH THE Middleton Branch was only inaugurated on June 12, there are already over 100 members who have been enrolled. The President is Lieut.-Cdr. P. Moss, R.N.V.R., and Chairman is S.M. J. Molyneux. The headquarters is at the Britannia Inn, Manchester Old Road, Middleton, and the Secretary is S.M. F. Bateson of 1 Radcliffe Street, Middleton. This young branch has already an impressive list of officers and officials. His Worship the Mayor, Capt. V. Thomas, M.C., has kindly consented to be a Vice-President.

The Rector of Middleton, the Rev. H. E. Frankham, is Hon. Chaplain and G. R. Cassidy, Esq., is the Hon. Solicitor.

The standard is already purchased and the Dedication has been fixed for 3 p.m. on September 23 at the Middleton Parish Church. This is one of the oldest and loveliest churches in Lancashire, and is in a beautiful park setting. The Hon. Chaplain will conduct the service and the procession will be led by the famous Foden Motor Works Band. In the evening this band will give a concert in the local cinema to which guest artistes have been invited. An armed guard is being provided by the R.N.A.S., Stretton, and the procession will include detachments of Sea Cadets and Sea Rangers. All branches in No. 10 Area are being invited.

It is hoped that one of the Vice-Presidents, Lieut. Graham Hogg, R.N., H.M.S. Diligence, will take the salute.

The Chairman has issued an open invitation to all shipmates, of any branch, to attend this ceremony. They are assured of a welcome. Teas will be provided for all travelling more than eight miles, and a seat at the grand concert, but in order to assist in making the arrangements, those intending to be present are requested to write to Capt. C. B. Hogg, Royal Marines, at the Britannia Inn. Not only is he the landlord, but a Vice-President too.

PORTSMOUTH

DURING THE past month we have had the pleasure of meeting many shipmates from other branches who are spending their holiday in Pompey. We have also had visits from the Cheltenham and Battersea Branches, who travelled down by coach on the Sundays of June 24 and July 15. We look forward now to a visit from Reading on the first Sunday in August and on Saturday, August 18, from Bridport, who, we learn, are heading this way for their annual outing.

Our most successful trip during the past month was on the occasion of the Dedication of the Hastings Branch Standard. It must have given great satisfaction to the committee and members of that branch with the results they obtained. We of Pompey wish to congratulate them on a very fine show indeed, from start to finish, and are glad that the weather kept more or less fine and did not spoil their efforts. It was indeed a pleasure to see so many R.N.A. standards on parade.

Except for our usual activities we have nothing outstanding to report in this issue. With the Annual Conference near at hand, naturally we have had much to discuss in that direction at our fortnightly meetings, and we hope that delegates from all branches have a successful Conference.

GOSPORT

WE ARE pleased to report that the new extension to our headquarters building is now showing signs of completion. Committee members are extremely busy making arrangements for the grand opening day. Final details will be promulgated as soon as available.

Our concert party, apart from being very busy presenting shows to patients of sanatoria, old folks' homes, etc., are preparing for a special show to be put on for the opening night. Their last show was given to patients at the Mount Sanatorium at Eastleigh. The reception was so encouraging that it will be difficult not to comply with their request to "Come again at an early date."

The Ladies' Section is organising a sale of work to be held at our headquarters. The proceeds are to assist our building fund.

As the summer months are now here, it is thought probable that many members of the Royal Naval Association will be going on a tour for their holidays. If by chance any should be passing through or near Gosport, may we extend a cordial invitation to visit us at our headquarters, which is open seven days a week from 11 a.m. to 6 p.m., with a break from 3 p.m. to 6 p.m.

Just recently, members of the Ex-W.R.N.S. Club of Gosport were entertained at our headquarters, when a very happy time was spent by all.

The following summarises the efforts and appreciations of those members who have contributed so much to our building effort.

We are sorry to announce the resignation of our Entertainments Chairman, S.M. Churcher, due to health reasons. We wish him a speedy recuperation. S.M. Lewis was elected to succeed him.

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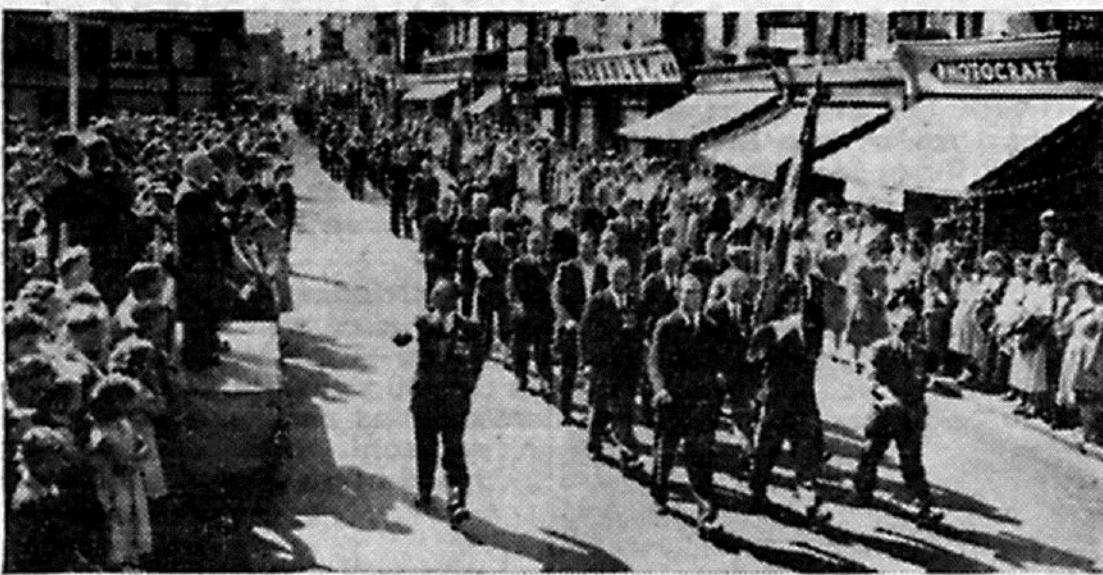
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ASHFORD, KENT



I must tell you something of our annual church parade. The sun shone, and ten branches came alongside to support us from Kent, Sussex and Surrey, and I would like to say again a big "thank-you" to Maidstone, Canterbury, Chatham, Gillingham, New Romney, Lydd, Hastings, Battle, Worcester Park and Sidcup, as well as the Old Contemptibles (Ashford), the 156 Coy., R.E.s, and the British Legion (Ashford) for helping to make it a huge success.

To Admiral Sir Henry and Lady Moore, Admiral Sir Albert and Lady Poland, the Chairman and members of Ashford Urban Council, Col. and Mrs. Bell, S.M. W. Gower (Chairman, Area 2), S.M. T. F. Asprey (Hon. Secretary, Area 2), all of whom have done so much to make our branch a credit to the ideals of our Association, I would especially say "Thank you," and last and not least we all owe a big debt to the ladies of our

branch, for the large amount of flowers they all gave for the decoration of the church, so skilfully carried out by Mrs. Philpott and Mrs. Nevard in red, white and blue. God bless you, Admiral Sir Henry Moore and the Chairman of the Council took the salute in the High Street after church, and inspected the parade afterwards, to the music of the band of the Royal Marines (Deal). (See photo taken by S.M. Douglas Weaver.)

Now, shipmates, before I sign off (I almost forgot), we also give a big hand to our Chairman and our Hon. Secretary, for all the work and worry the organisation of our parade must have been to make it the great success it was, also for the efficient way our S.M. J. Holloway carried out his duties as Parade Marshal.

Signing off now, and again many thanks to all, and fraternal greetings to all shipmates.

WORTHING

IN THE later days of 1937 the question of forming a branch of the Royal Naval Old Comrades' Association in Worthing was seriously considered by some retired Naval men in the district. As a result of this the Worthing and District Branch was formed and inaugurated in April, 1938.

At the inaugural meeting the Branch President-Elect, the late Vice-Admiral Geoffrey Hopwood, C.B.E., spoke of the meeting as the "commissioning of a new ship," which he felt sure was going to be a long and happy commission. Those sentiments have been well maintained and the branch is now more than ever a force to be reckoned with.

The ship's company were naturally eager to possess their own standard and worked very hard indeed to achieve this end, which culminated in the Dedication on May 21, 1939, by the then Chaplain of the Fleet, the Very Reverend J. C. E. Peshall, C.B.E., D.S.O., M.A. Weather was perfect and over forty branches of the R.N.O.C.A. with other ex-Service Associations paraded before a huge crowd, estimated at well over twelve thousand. Martial music was provided by Bluejacket Band from Portsmouth, Band of the Royal Sussex Regiment and other bands from Shoreham and Littlehampton and the Salvation Army Band. Fanfares were sounded by buglers of the Royal Marines.

The salute was taken by the then President of the Association, Admiral Sir E. F. Mark-Kerr, C.B., M.V.O., at the Pier, after which tea was provided in various establishments in the town. It was indeed a great Naval occasion and is still remembered by all who attended or witnessed it, as the finest on record.

Branch activities include benevolences and we are closely connected with the R.N.B.T. Apart from help from our own funds, committees have also been very active in giving advice and finding employment for ex-Naval men. Since the war this has not been the worry it was in the early days.

The social side has not been neglected. We have visited and been visited by a large number of branches and other Associations, and have entertained officers and ships' companies of ships visiting the town during summer cruises. Recently we were honoured by the visit of a large number of the engine-room branch of H.M.S. Albion, who came from Portsmouth in order to hold a paying-off party in our mess, and a really good evening we had.

The branch has never failed to appear at Annual Conferences, rallies and reunions. First at the Albert Hall and, since its opening, the Royal Festival Hall, and dedications far and near. They always manage a very good muster no matter what the weather is like.

The Worthing Sea Cadet Corps came into being as a result of suggestions and discussions among members. It was formed in 1940 and by Novem-

ber of that year was well away with a ship's company of 140, with their own band and instructed by members of the branch.

The late war, of course, interfered considerably with branch activities. Those who did not return to the sea became members of the Home Guard, A.F.S. and other organisations. It is interesting to note that members of the R.N.O.C.A. were formed into a separate unit of the Home Guard under the official title of "Naval Observation Party" and manned a look-out station on the roof of a very high building on the Marine Parade. The official title was most appropriately changed locally to "Naval Old Pirates." But they were very highly thought of despite this.

Since the war branch activities have increased. Until April, 1955, we had flitted from headquarters to headquarters in various parts of the town, with no place to call our own. We then amalgamated with a Working Men's Club and Institute and took over the running of the place. We now have a really nice mess, and given the right support there is no reason why we should not prosper.

The Dedication of our new standard on May 5, 1955, was another great Naval occasion, and was attended by over fifty branches of the R.N.A., with branches of other Associations making the number of standards on parade fifty-eight. It was voted by all who attended to be equal to the original in 1939.

Visits from other branches are welcomed, but it is requested that ample warning of your intention to pay us a visit is given so that suitable arrangements can be made for entertainment and refreshments.

WEST BROMWICH

THE DEDICATION of our standard is to take place at Holy Trinity Church on the afternoon of Sunday, September 30. The parade will be headed by the Royal Marines Band of H.M.S. Gamecock and the salute taken by Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O., Lord-Lieutenant of Worcestershire, supported by His Worship the Mayor of West Bromwich and the Mayors of the local boroughs, etc.

We extend a hearty invitation to all branches to give us their support—how many of you can send your standard along? If you are too far away to make the journey in one day we give an invitation to come along on Saturday and we will provide accommodation. Here, then, shipmates, those who are not on a main line or within travel distance for a one-day visit, is a good excuse to have a pleasant week-end out with West Bromwich shipmates. Any Standard-bearer wishing to support us, please get in touch with our Secretary as soon as possible, but before August 30, as it is our intention to have a souvenir programme printed, and we would wish to list in it all those branches and Associations who are represented.

Branches in the Area or near vicinity, come by the coach-load, bring your families and spend an enjoyable afternoon out—tea will be provided—but please we must have approximate numbers by the end of August.

HAVANT

A COACH-LOAD from Havant Branch went to Hastings and St. Leonards for the Dedication of the Royal Naval Association Branch Standard there on June 24. Those who went were most impressed by the arrangements made for the parade, Dedication Service and entertainment afterwards.

At their meeting on July 3 they voiced appreciation for the organisation by their own social committee, who had done much to make the trip so pleasant. They were very pleased to welcome S.M. and Mrs. Sach, from the Cheam and Worcester Park Branch, at the same meeting.

A further indication of appreciation was made known when the Chairman announced that the past year's Chairman, who had now left the town, had sent a donation to them as a mark of gratitude for the friendliness he had found in the branch whilst he had lived in Havant.

The Sunday after the meeting they took their standard to St. Faith's Church for their quarterly church parade.

HOUNSLAW

THE DANCE arranged by this branch takes place on October 20. It is regretted that the date previously reported in these columns was incorrect, and it would be appreciated if readers would note that the date is Saturday, October 20.

At the last monthly meeting members were sorry to hear that two shipmates, Tom Harrison, Chief Cook, and Lionel Lewis, had passed away, and paid tribute to their memory.

BLACKPOOL AND FYLDE

THIS BRANCH, under the presidency of Cdr. G. A. Nunneley, O.B.E., has now a membership of 197, including several W.R.N.S. The Chairman is Mr. J. M. Landless and the Secretary is Lieut. J. H. McNulty, R.N.V.R., 63 Tarsway Avenue, Blackpool.

Meetings are held at the Railway Hotel, Talbot Road, on the first Wednesday of each month.

Cdr. Nunneley is the Airport Commandant and at the meeting held on July 4 he was presented with a silver-framed copy of a photograph taken when he was escorting Her Majesty The Queen Mother on to the airstrip. He has been elected President of No. 10 Area.

The standard is to be dedicated at St. John's Church at some date in October.

The Trafalgar Night dinner and dance will be held on October 23 in the famous Spanish and Baronial Halls of the Winter Gardens. Tickets, 15s. each, can be obtained from the Secretary.

AREA No. 2

A MOST successful meeting of Area delegates was held at the new Headquarters Club on June 30, and I do believe all the shipmates present, both delegates and visitors, were highly pleased with the club and its elegance. I understand that eighteen new club members were enrolled forthwith.

It was again a pleasure to have the National Chairman and the General Secretary with us to listen to our natters!

Much discussion was held on the coming Annual Conference, but that will be more fully dealt with at our assembly at the Royal Empire Society on the day.

There is a clear indication that the Area should have its own Area Standard, and it is hoped this point will be considered by all the branches.

The Secretary had the pleasure of being in the company of the Welling Branch recently, at a particularly fine dinner function.

A unique memorial service will take place at Leybourne on July 22, when an unveiling will be made to the first Englishman to bear the title of Admiral of the Seas, Baron de Leybourne, of Edward the First's reign.

BEDFORD

OUR ACCOUNTANT (Shipmate Berridge) was in Bedford on holiday and was given a right royal welcome on the two occasions he was able to visit their "cubby-hole." He states that the warmth with which he was greeted and the hospitality he enjoyed made a profound impression on him and he, and we, wish the Branch every success. Shipmates Kemp, Reed and Bryden were among many who send their greetings to Shipmates everywhere.

NEWS IN BRIEF

ROSYTH AND WEST FIFE

UNDER THE keen organisation of S.M. Steward, this branch was able to assist at the recent Navy days at Rosyth Dockyard. The show consisted of a treasure hunt, and although the weather on both days was unsettled, attendance was good. S.M. Steward was ably assisted by S.Ms. Roche, Orwin, Lawson and Billiness.

The next meeting at Queen's Hotel, Inverkeithing, will be on Monday, September 10, 1956.

CROYDON

AT THE recent Annual General Meeting the Chairman and Officers were all re-elected, a fitting tribute to their hard work and enthusiasm.

A clock was recently presented to S.M. Stevens as a small token of appreciation for his sixteen years' service as Secretary: S.M. Wright, the Social Secretary was responsible for the excellent social that followed the presentation.

RYE BRANCH

THE ATTENDANCE at the recent monthly meeting on Monday, July 9, 1956, was better attended than for a very long time. The Chairman is Cdr. Ramus, R.N.R., the Secretary, Mr. H. Brown and the Treasurer, Mr. I. Woolgar.

ROYAL INDIAN NAVY (1912-1947) CLUB REUNION

ABOUT Thirty-five members of the Royal Indian Navy (1912-1947) Club were present at their Annual Reunion in the R.N.V.R. Club, London, on June 30.

It was made known that one of their members, Rear-Admiral Sir A. R. Rattray, K.B.E., C.B., C.I.E., was unable to attend as he was at sea in the Portuguese Ambassador's ketch Bellatrix, which he was bringing to the United Kingdom for the sailing ship race from England to Lisbon.

A letter of good wishes and apology for non-attendance was read from another of their members, who is now Chairman of the Penang Port Committee.

mission. Apologies for non-attendance were also read from members in countries such as Canada, Australia and Nyasaland.

At their annual general meeting, which took place after the lunch, a representative was elected to attend meetings of the British India Museum Association, who are collecting and preserving trophies of the Royal Indian Navy. Another member was requested to write a History of their Service during the 1939-45 war.

In a discussion as to whether trophies of the Royal Indian Navy should be brought back and presented to museums in England, the general opinion was that they should be left in India and Pakistan, where they were known to be well looked after and valued as traditional.

They were told that the closing date for registering claims for 1939-45 war prize money with the Indian and Pakistani Governments would be August 2, but were warned that it would be a considerable time after that date before distribution could be expected to commence.

It was announced that plaques to the Royal Indian Navy and the Royal Indian Air Force are to be put up in the Indian Services Memorial Room at the Royal Military Academy Sandhurst, and the Royal United Services Institute.

They decided that a plan of the seating arrangements at the lunch would be sent in advance to those attending in future years. This would assist those who only meet on this one occasion each year to recognise each other.

Letter to the Editor

The Editor was delighted to receive a contribution from Mr. Stephen Hill of Welwyn Garden City the other day. Some of the more elderly of my readers will remember him on the Grand Fleet Fund Committee and on the Portsmouth Nazareth Home Committee. Most of his life he has been interested in voluntary associations dealing with the welfare of Naval men. His last appointment was in R.N. Barracks, which he left in 1932. When he wrote he was temporarily in dock, and we take this opportunity to wish him a speedy recovery.

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SPORTS PAGE

HOME FLEET

DURING JUNE Home Fleet ships visited Scandinavian ports and, from reports so far received, a very good time was had by all concerned. A notable visit was that by a squadron comprising H.M.S. Tyne (Commander-in-Chief, Home Fleet), H.M.S. Bulwark, H.M.S. Defender and R.F.A. Tidereach to Copenhagen.

There was a very full sporting programme including a soccer match versus the Royal Danish Navy, which the Squadron won 6-1, and a cricket match versus the K.B. Club which ended in victory to the Squadron by three wickets after an exciting game.

The Royal Navy's association with this excellent club dates back to over sixty years when the first Royal Navy ship to play against them was the Royal Yacht Victoria and Albert.

It was a most enjoyable and memorable occasion and one on which we were delighted to be continuing so happy an association with the club.

At the beginning of July the Home Fleet with the Training Squadron assembled at Rosyth, after a five day N.A.T.O. exercise in the North Sea, most of which took place in thick fog.

The final of the Home Fleet cricket knock-out between H.M.S. Tyne and H.M.S. Ocean turned out to be a splendid match of varying fortunes. H.M.S. Tyne batting first reached 131 thanks mainly to a good innings of 51 by Cdr. Barber; Lieut.-Cdr. Ainsworth, 38, and Capt. Bennett, 22, were the only others to reach double figures.

H.M.S. Ocean's innings got off to a bad start, but they staged two recoveries and, so long as Inst.-Sub-Lieut. B. Smith their captain was there, they looked like winning. However, thanks to a good spell of bowling by Tel. Burtenshaw, who took 5 for 35, H.M.S. Tyne won by nine runs.

On the following day the Home Fleet played the Royal Navy in Scotland, which the latter won by 58 runs. Batting first the home team scored 150, of which Apprentice Lambert made a useful 48 and the last two wickets added a very valuable 45 runs. Lieut.-Cdr. Ainsworth with 4 for 28 was the best of the bowlers.

The Home Fleet started their innings confidently and in under an hour had made 60 for the loss of the opening pair, but a sudden collapse then began and the side were all out for 92. The bowler who did the damage was Apprentice Stacey from H.M.S. Caledonia, who bowled his left arm Chinamen to take 6 for 24—a very good performance. With more experience and good guidance Stacey could well make his mark in Navy cricket where good bowlers of any sort, let alone spinners, are so hard to find.

Home Fleet Sailing Regatta

The weather, tidal conditions, and scattering of successes, gave to the four days of the Home Fleet Sailing

Races an unusual degree of interest and variety this year.

On Saturday, July 7, the fleet of twenty-three dinghies and twenty whalers ghosted round only one round of the course before the tide made further progress impossible. All but three of the whalers gave up, the first (H.M.S. Glasgow's) being disqualified for not carrying the correct gear, and periods of good luck and misfortune affected nearly all. The results were:

Bradford Cup (for officers' dinghies).—1st, H.M.S. Theseus (Lieut.-Cdr. Haig); 2nd, H.M.S. Tyne (Surg.-Lieut. Coles); 3rd, H.M.S. Battleaxe (Midshipman Marchington).

Ewart Cup (for ratings' whalers).—1st, H.M.S. Theseus (L./Sea. Booker); 2nd, H.M.S. Theseus (N.S. Upper Yardman Stower).

On Sunday, July 8, there was a 25-knot wind which caused so many capsizes or retirements amongst the dinghies, that the Committee allowed them to sail only one round of the course. The whalers however were able to complete the course in a very fast time, and it was noticeable how those boats with more than the minimum crew of four were the better off. The results were:

Rawson Bowl (for ratings' dinghies).—1st, H.M.S. Ocean (L./Sea. Thomas); 2nd, H.M.S. Battleaxe (P.O. Riley); 3rd, H.M.S. Tyne (A.B. Burnsides).

Hornby Cup (for officers' whalers).—1st, H.M.S. Ocean (Cdr. MacIntyre); 2nd, H.M.S. Tyne (Surg.-Lieut. Coles); 3rd, H.M.S. Tyne (Lieut.-Cdr. Bailhache).

On Monday, July 9, there was a wind of similar strength and so the races for the team cup were held in Inverkeithing Bay where the tide is much weaker and some shelter from the wind may be found. Even so one whaler capsized; no one in her crew apparently could say how this occurred, but it was a curious happening as whalers usually swamp rather than capsize. The results were:—

Strathcona Cup.—1st, H.M.S. Tyne (40 points); 2nd, H.M.S. Glasgow (28 points); 3rd H.M.S. Ocean (26 points); 4th, H.M.S. Theseus (22 points); 5th, H.M.S. Defender (20 points); 6th, 6th Destroyer Squadron (19 points).

H.M.S. Tyne's team and places were: Lieut.-Cdr. Hawkins, 1st dinghy; Lieut.-Barnden, 4th whaler; Surg.-Lieut. Coles (team captain), 2nd dinghy; Shpt. Glover, 5th whaler.

On Tuesday, July 10, there was a four-dinghy-a-side team race between the Home Fleet and the Forth Branch of the R.N. Sailing Association. The Home Fleet retained the Rosyth Sailing Club Cup by 20 points to 16. Their helmsmen and places were:—

Lieut. Barnden (H.M.S. Tyne), 1st; Sub-Lieut. Turner (H.M.S. Glasgow), 4th; P.O. Drake (H.M.S. Glasgow), 5th; L./Sea. Booker (H.M.S. Theseus), 6th.

International Clyde Fortnight, 1956

THE HOME AIR COMMAND Sailing Association's fifty square metre Windfall yacht, Sea Swallow, visited the Clyde Area from June 29 to July 15 to take part in the series of regattas comprising the International Clyde Fortnight.

The yacht was cruised and raced by crews from R.N.A.S. Abbotsinch and R.N.A.S. Lossiemouth during the period, and was entered for the Class "A" Handicap races during the Clyde Fortnight. This comprised a race each day from Monday to Friday, July 9 to 13, points being awarded on the result of each day and totalled for the series.

Despite the very short period available to train crews before the racing

began, the yacht was raced successfully being skippered by Capt. J. V. Waterhouse, D.S.O., O.B.E., with Abbotsinch crews and by Capt. P. D. Gick, O.B.E., D.S.C., and Lieut.-Cdr. R. B. L. Foster with Lossiemouth crews.

In the points series, Sea Swallow was placed fifth, third, second, first and fourth in her class of ten boats. This resulted in an aggregate of 2,548 points, and she was placed second over the five days racing. Considering there was only five days available to each air station in which to train crews, and the majority of her complement had never sailed in anything similar before, this was a very satisfactory racing record.

It required a great effort to get Sea Swallow so far north for the Clyde Fortnight, but she represented the Home Air Command in a worthy manner which amply justified this venture.

R.N.A.S. Abbotsinch won the R.N.A.S. Dinghy Challenge Cup for the week with a fine performance by A.A.3 Butcher sailing RN.507. Despite strong competition, A.A.3 Butcher scored three firsts, a third and a fourth in the series of points races.

Fifteen members of the Abbotsinch Sailing Club spent varying periods living in M.F.V.s. at Rothesay during the Clyde Fortnight. The weather was generally good, and an excellent time was had by all.

Largely on the basis of this series of races, the Home Fleet Team for the Inter-Command sailing races was chosen. It will be:—

Lieut.-Cdr. Hawkins (Home Fleet Sailing Secretary and Team Captain) and A.B. Burnside (H.M.S. Tyne).

Lieut.-Cdr. Haig and Major Teek (H.M.S. Theseus).

P.O. Drake and L./Sea. King (H.M.S. Glasgow).

Lieut. Barnden and Sub-Lieut. Hazard (H.M.S. Tyne).

Sub-Lieut. Turner and P.O./Wtr. Orchard (H.M.S. Glasgow).

On going to press the Fleet are now dispersing to visit various ports around the British Isles before returning to their home ports for summer leave.

Portsmouth Command

ATHLETICS—PORTSMOUTH COMMAND CHAMPIONSHIPS, 1956

The above Championships were held at Pitt Street Track on July 3 and 4. H.M.S. Victory's success in the team honours was well deserved, although the final placings were in doubt up to the last event—440 yards. However, by winning this and having the third man home as well, Victory's team won by three points.

CRICKET

In the Inter-Command Cricket Knock-out Competition the following results were obtained:

First Round.—St. Vincent beat Phoenix; Mercury beat Sultan.

Second Round.—St. Vincent beat Mercury; Hornet beat Collingwood; Victory beat Victoria Barracks; R.M.B. beat Excellent; Daedalus beat Maidstone.

Semi-Final.—Hornet beat Victory; R.M.B. beat Daedalus.

The final between R.M.B. and Hornet will be played at the Officers' U.S. Ground on Thursday, July 26, starting at 2 p.m.

TENNIS

The Portsmouth Command Lawn Tennis Association Inter-Establishment Knock-out Competition

In the First Round.—Excellent beat Dolphin; Dryad beat Vernon; Daedalus beat Mercury.

In the Second Round.—Collingwood beat Phoenix; Excellent beat Sultan; Dryad beat Eastney; R.N.B. beat Daedalus.

In the Semi-Final.—Collingwood is to play Excellent; Dryad beat R.N.B.

The final between Dryad and Collingwood or Excellent is to be completed by July 28.

SWIMMING, DIVING AND WATER POLO

The Command team, building up towards the Navy Championships to be held on July 25 and 26 at H.M.S. Ganges, Shotley, have been very active. On June 26 and 27 a good list of entries was received from the Command and some exciting and close races resulted, three Navy and one County records being broken.

In the five-metre diving held at Hulme Lido; from the six entries P.O. Rigby of Collingwood was first and A.B. Drage was second.

The half mile swimming, also held at Hulme Lido, was won by E.R.A. Melles of Albion in a time of 11 minutes 53.1 seconds, closely followed by P.O. White of St. Vincent, 24.7 seconds behind.

On July 3, Portsmouth Command v. Southampton Co. Boro., away, was again won by Portsmouth, but the Southampton swimmers extended us, and we won by 76½ points to 71½ points, whilst in the water polo Portsmouth won 15-3.

On July 13, Portsmouth Command v. Northsea S.C., Portsmouth, away. The Command had a comfortable win 51 to 32, but lost 5-3 in the water polo.

On July 18, at Pitt Street Bath, against the well-known London club, Polytechnic, the Command again won with a clear margin of 85 points to 52, but we were given a lesson in water polo: they beat us 10-3. At this meeting the County Championship of 200 yards breast stroke was held, the Navy swimmer A.B. Purkiss, being neck and neck with the leader until he was stopped by cramp within 25 yards of completion of the race. This race also resulted in a new County record being established.

HOME AIR COMMAND

ATHLETICS

TO OPEN this month's report—and for those readers who have tried so hard and for so long, and very commendably too—we have at last managed to produce photographs of the trophies which are to be awarded to



Inter-Departmental (Men's) Athletics Competition Trophy

ances, a minimum standard of twenty feet for the long jump was applied to reduce the entries to nine competitors. Unfortunately not all the participants were able to achieve twenty feet, but the first four easily added to that distance.

Two performances which must take pride of place were achieved by one individual—L.R.E.M. Boyes of Ariel. In the 440 yards final his time of 51.8 seconds was one second outside the Navy record, which has stood since 1939, and in the 440 yards hurdles he



Inter-Divisional (W.R.N.S.) Athletics Competition Trophy

returned the remarkable time of 58.2 seconds, this time only four-tenths of a second outside the Royal Navy record. In all fairness to this fine athlete, he was not selected for both events to represent the Command as, at the Royal Navy Championships, it was known he would be required to compete in too many heats.

The continuance of a private duel between Lieut. Carter and N.A. Roberts of Yeovilton was carried out in the 100 yards and the 220 yards. Roberts beat Carter in the Station 220 yards with a time of 22.4 seconds, but, at Southampton, the tables were reversed and Carter came through a close winner with a time of 23.5. The 100 yards was probably the closest seen for years; the first three recorded the same time of 10.9 seconds (against the wind), and the remainder were extremely close behind.

A.A.2 Humphreys ran a nicely judged mile to win in 4 minutes 30 seconds, with Stwd. Meadows a close second. E.A. Joyce was too good for the rest of the field in the three miles, and came home an easy winner in 14 minutes 55 seconds.

A new face appeared in the 120 yards hurdles, when Inst.-Lieut. Bennett of Ariel won in 17.5 seconds, this after a very late change-over from the long jump and hop, step and jump events earlier in the season.

All the results are given in detail in an issue of H.A.C.S.I. dated July 11, so it is not necessary to go into any more detail, except to add a congratulatory word to every single competitor who braved the elements and whose efforts provided such an excellent afternoon's athletics.

H.A.C. and Navy High Jump



Wren Purdy (Yeovilton), who came second

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SAILING

JULY, FOR the Home Air Command Sailing Association, has been a month of mixed fortunes. A reasonable degree of success was achieved during the International Clyde Fortnight but our boats have few triumphs to report in the Solent area.

See Hexe returned to Lee-on-Solent in time to take part in the R.N.S.A. Regatta at Southsea. Skipped by Capt. Steiner (who had heard of his promotion just before the ten-minute gun), and wearing the H.A.C.S.A. Branch Captain's Burgee for the first time, she was only able to achieve fourth place in the over 27-foot class. Winds were light and unsuitable for the 50-squares *vis-à-vis* their more modern rivals, such as Norlethe and Uomie.

The Royal Albert Yacht Club Regatta the following day had to be postponed due to high winds, much to the disappointment of Lieut.-Cdr. Smith, of Seafield Park, and the crew selected to race her that day.

During that day, moreover, a defect was observed in See Hexe's new mast, and the underwriters would not allow her to be sailed. She therefore had to be withdrawn from the Island Sailing Club's popular Round-the-Island Race on July 7.

This defect was cleared in time for the R.O.R.C. Cowes to Dinard Race on the 12th. Skipped by Cdr. Roger Harris, of Wykeham Hall, she won the second prize in the "A" Division, being placed tenth in Class II, and beating See Otter by six minutes.

The Claud Barry Cup, 1956

The selection of any Home Air Command team is always a difficult task due to the dispersed nature of the Command, and dinghy sailing is no exception. In fact it is probably the most difficult since, apart from Lee-on-Solent, no stations have the oppor-

tunity for class competitive sailing in R.N.S.A. dinghies.

Selection of the Air Command team this year was carried out on Monday and Tuesday, July 16 and 17. Sixteen helmsmen, representing most Naval air stations, took part in six trial races which were sailed over a triangular course in the Solent to the east of Gilkicker Point. The wind continued light and fickle throughout these trials, often leaving boats unavoidably to the mercy of the tide, which, combined with the wide variation in the performance of individual boats, left the selectors with a thankless task.

The Cup races were sailed on the Thursday and Friday of the same week. This year marked the introduction of the Genoa in the series. For most of the Air Command team, this was the first introduction to the new rig, and it was unanimously voted a great success.

The Air Command crews had no luck during the nine races constituting the series, which was notable for frequent changes of both wind speed and direction. Portsmouth Command came out the winner and the fine performance of this year was only matched by the excellence of the arrangements made by this Command for the conduct of the sailing and the comfort of the crews. This year the Home Fleet team put up an excellent performance at their first appearance, the final result depending on the last race, with Portsmouth. The Plymouth and Nore teams also beat the Home Air Command.

The following helmsmen represented the Home Air Command: Lieut.-Cdr. Fitzgerald (captain) (Ford), Lieut. Holley (Stretton), Sub-Lieut. Copeland (Lossiemouth), Ch.A.A. Malone (Yeovilton), Lieut.-Cdr. Hamer-Hunt (Lee-on-Solent), Ch.E.A. Lillington (H.M.S. Ariel) and L./Wtr. Bell (Lee-on-Solent).

P.T. SCHOOL NEWS

General

IN OUR contribution earlier this year it was remarked that, without a doubt, the limited amount of sunshine we were enjoying was an indication of the approach of spring. The sunshine since these remarks were written, early in March, has perhaps been even more limited, and those physical trainers with memories of courses at the school, when all periods were taken on the field in magnificently warm weather, would be hard put to recognise the courses going through at the moment. No sun tan, no bulging muscles through carrying apparatus across to the track, but rather a troglodyte appearance instead. It is fortunate that the weather has no hand in the making of P.T.s.

Courses

The course of qualifiers mentioned in the last contribution plods steadily on to the goal of crossed clubs and two stars. They are now over half-way through their training and should leave the school in mid-September. Those of you awaiting reliefs, note well.

The youngest course of re-qualifiers for some time started at the beginning of July. Faces familiar at the school only a few years ago are now reappearing, and with the experience of one or two commissions behind them are proving quite a formidable body. Portsmouth Command swimmers will be glad to know that their coach, P.O. Ogden, still carries on in spite of some very energetic work required by his requalifying course.

W.R.N.S. officers have put in their annual fortnightly appearance, and the boxing instructors' course has produced the familiar punch-bag noises and heavy tread of feet shod for road-work.

Royal Tournament and Sports

Royal Tournament news may well be old news, but we thought it right to mention the successes of the school fencers, should those of you in faraway places not have caught up with it yet.

Lieut. Winckles and Sgt. Maker both reached the final pool of sabre, in which Sgt. Maker came second. The bayonet team raised by Lieut. Winckles fought hard and well but hadn't the necessary experience to beat their more able opponents of the other services.

Our cricket team is well on into the barracks knock-out competition. With such stalwarts as Surg.-Lieut. Davidson and L./Sea. Craven, both United Services players, the former of Portsmouth and the latter of Plymouth, and under the generalship of the Commander, it is hoped the team may reach the finals.

Personalities

By the time our next contribution appears in print there will have been quite a few changes in the staff at the school.

The Director will be leaving us late in August to take over the duties of Naval Attaché in Tokyo. He will be relieved by Capt. A. J. R. White, D.S.C., of Navy cricketing fame. To both we wish the very best of good fortune in their new duties.

Cdr. Goodale will be relieved during the third week of September. His new appointment is not yet known, but wherever he goes our best wishes go with him. It will be a long time before his voice stops echoing around these halls. To his successor, Lieut.-Cdr. Smeeton, at present Commanding Officer of the Royal Navy Patrol School, we extend a hearty welcome.

Lieut.-Cdr. Jennings arrived a few weeks ago to relieve Lieut. Winckles, who is busy now removing the weeds from his potato patch in Northern Ireland. Lieut.-Cdr. Jennings also assumed the duties of First Lieutenant.

Last in our list of successions is that of the judo instructor, Sgt. Cooper. He should be well on his way to the Commando Brigade, where his specialist qualifications will no doubt prove useful. Sgt. Evans, his nominal relief, will in fact take over Navy boxing instructor from P.O. Payne, who is due to leave shortly.

Displays

As is usual in the summer months we have produced a trapeze display team for most swimming galas held in the Royal Navy baths. In addition we are now preparing a parallel bar and judo display for Portsmouth Navy Days. The latter is somewhat ambitious in that, for the first time, large numbers are being employed, but it proves its worth in the demonstration of one man defending himself against seven attackers. Knives, coshes, bicycle chains and even a machine carbine help to present a busy, varied and amusing display.

Athletics

Inter-Services Championships

WEDNESDAY, JULY 18, was a black day for Naval athletics. In the Inter-Services Championships, held at the R.A.F. Stadium, Uxbridge, the Navy totalled its lowest number of points since 1952 when the competition reverted to point scoring on an individual basis.

In the track events the Navy was completely outclassed, finishing fifth and sixth in every event. As a measure of the opposition P.O. Leach (Portsmouth) achieved his best time ever in the 880 yards, getting to within 0.4 seconds of the Navy record, and still only finished fifth.

In the field events the Navy did somewhat better, gaining two seconds and four third positions.

The second half of the competition was run under appalling conditions. As a result of the heavy thunderstorms the track was flooded to a depth of two inches, in addition to which there was a steady downpour. Fortunately the R.A.F. Stadium is one of the best equipped in the country, with first class changing and bathing facilities, which no doubt filled our athletes with envy. It is interesting to note that in recent months £25,000 has been spent on this stadium. But in case anyone is thinking "Why can't the Admiralty do the same for Pitt Street?" the £25,000 was made up from £5,000 from the R.A.F. Sports Board and £20,000 from the R.A.F. Prize Money Fund, the R.A.F. having decided after the War not to distribute their prize money to individuals. Finally, to rub salt into the wounds, the £5,000 contributed by the R.A.F. Sports Board is the equivalent of a full year's income of our own Sports Board. *But* every member of the R.A.F. contributes his sixpence a week towards sport.

What is the moral behind all this? Why the old, old one—you can't have something for nothing.

Royal Navy Championships

Blessed with fine weather the R.N. Athletics Championships were held before a fair sized crowd on the Pitt Street ground on Wednesday, July 11.

Although only one record was broken (by L.R.E.M. Ragg (Portsmouth) in the 3,000 metres steeple-chase), there were several other excellent performances, notably L.R.E.A. Boyes (Air) in the 440 yards (51.2 seconds), Coder New (Nore) in the 880 yards (1 minute 57.8 seconds) and P.O. Wieland (Portsmouth) in the weight (47 feet 6 inches).

The Inter-Command Challenge Cup was won by Portsmouth for the seventh year in succession.

Cycling

Inter-Command Cycling

THIS YEAR a new system was tried for playing off the Inter-Command Tennis. Instead of the four Commands meeting and all playing all, two semi-finals were played. The Home Air Command Team were drawn against Devonport and the match was played at Mount Wise on June 29. The result unfortunately was 6-3 in favour of Devonport. Inst.-Lieut. Bruce did well to beat the Navy player, Inst.-Lieut. Easop, in three sets in first seed position. The general opinion of players of both teams was that the old method of playing the competition was preferable as everyone met and you had at least two days' good tennis, instead of possibly four quick sets after coming all the way from Lossiemouth or Arbroath.

Tennis

Inter-Command Tennis, H.A.C.

THE R.N. Cycling Championships were held the week commencing June 24 in the Portsmouth Area. As an incentive for inter-command spirit points were awarded for each event and the Sports Control Board have been approached for allocation of an inter-command cup. If this is forthcoming it will be awarded to Chatham who won the competition with twenty points. Other results were Portsmouth twelve, Air eight, Devonport two.

The Air Command were well represented and five riders were picked to represent the Royal Navy in the Inter-Service Fifty Miles Time-Trial.

There was an entry of over thirty riders for the events and although no records were broken the standard was generally fairly high and the championships seemed to be enjoyed by all.

Sportsman of the Month

INSTRUCTOR LIEUTENANT L. CAVE, R.N.

LESLIE CAVE joined the Royal Navy in September, 1946, and quickly gained a commission in the Instructor Branch, for which he was well qualified not only because of his Distinction in the Board of Education Advanced Physical Education Diploma and his General Teaching Diploma, but because of the unbounded enthusiasm he always puts into anything he ever does.

Leslie was born at Newton-le-Willows in Lancashire in November, 1926. At the age of fifteen he played soccer at Goodison Park for a representative National Sea Cadet Corps team, and in the same year represented Lancashire County Grammar Schools. These matches led to a trial with Manchester City followed by a number of games with their "A" XI.

Interest in sporting activities followed really seriously, and Leslie's diplomas were the result of a most comprehensive course, at St. Paul's College, Cheltenham, covering training and coaching in nearly all games and recreational activities. After qualifying, he took up a Physical Education post with the City of Nottingham Education Authority, but the Royal Navy beckoned and Leslie joined at the age of twenty.

Inst.-Sub.-Lieut. Cave played soccer, rugby, hockey, cricket and ran 100 yards and 220 yards with skill well above the average. In 1947 he joined St. Vincent for the first time and coached boys at soccer as well as helping the Officers in charge of cricket, boxing, gymnastics and many other athletic pursuits. As a gymnast he was quite outstanding, the proof of which was very evident when at twenty-four hours' notice he joined in a Parallel Bar and Agility Display to replace a P.T. Instructor who had gone sick, and this for a Sports Day display of high standard.

In 1950 St. Vincent's loss was the America and West Indies Station's gain. Leslie captained the Squadron soccer team matches in North and South America. In 1951 and 1952 he played a number of games for the



Home Fleet, before being appointed to H.M.S. Harrier where for a time he was to carry out the duties of Sports Officer. Here he organised Inter-Service boxing matches—R.N., Royal Artillery and R.A.F.—which were a great success. Not the least of his activities was to run voluntary P.T. classes, which had a large following and proved very popular.

An untimely and premature end was put to Leslie's personal appearance in top class sport when he was involved in a serious road accident in March, 1953. Eighteen months in hospital, suffered with characteristic fortitude, served to return him to duty but not, alas, to peak performance in the field. The latter half of 1954 found him back at St. Vincent where he is once again in charge of Juniors' soccer and has this summer taken over the cricket. As the cricket season in St. Vincent draws to a close, Leslie Cave can look back with pride on some very successful matches played by his Juniors.

Leslie Cave will take part in any game or sport because he enjoys it. He performs better than most of us, but never well enough to satisfy his own high standards. His sporting achievements would make most of us feel like resting on our laurels, but not him. The time, toil and trouble he takes to organise and coach other people's sport is an example to us all. He is indeed a true sportsman.



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DRIVER, ex-R.N. or R.A.F., wanted for driving, car maintenance and miscellaneous duties; permanent job. Central Westminster, for conscientious man; living accommodation might be provided for suitable applicant.—Box 34 "Navy News."

SITUATIONS WANTED

ANXIOUS to work part time to Africa, preferably south, this year. Qualified secretary, aged 33, with 3 years nursing experience. Willing to undertake care of children, etc.—Write Miss Gunter, 34c, Prince Albert Road, N.W.8.

H.M.S. 'JEWEL' AND 'ACUTE'

(Dartmouth Squadron)

The Quincentenary of Jeanne d'Arc

AT 0500 hours on June 22 the members of the Dartmouth Squadron arrived off Le Havre at the mouth of the River Seine, waiting to take on pilots, for the long trip up river to Rouen where 500 years ago Joan of Arc was burnt at the stake by the English.

The passage up to Rouen was full of interest, the banks of the river still bore plenty of evidence of the bitter fighting of World War II.

The people living along the river banks, who in the course of a year must see hundreds of ships passing and accept ships as part of their daily existence, just stared until the White Ensign proudly fluttering astern, was sighted, then a complete transformation, waving hands, caps, and anything that came to hand, to me it seemed that inhabitants of these places had welcomed ships of the Royal Navy and remembered, they most certainly did their best to inform us from the distance that they were pleased to see, once more the Royal Navy ships passing up their River Seine.

On up river proceeded the two Minesweepers and in brilliant sunshine around 1300 Jewel followed by Acute berthed almost under the bridge Jeanne d'Arc alongside "Quai Cavelier de la Salle."

From then on it was Visite de Courteisie to and from Service, Diplomatic and Civil Authorities, keenly watched by the French population of Rouen that was able to be present at that hour.

Following Jewel and Acute was the two French Frigates Chamoix and

Chevrouil who berthed astern.

At 1645 all officers and twenty-five ratings from each of the four ships attended a civic reception given by the French Authorities of Rouen as a welcome to the ships.

Speeches of welcome and thanks were expressed by the Mayor of Rouen and the British Consul of Rouen.

After which champagne was drunk to open what I would term "Les Grandes Fêtes de Rouen," "Pardon my French."

On Saturday, June 23, the Royal Navy, represented by a guard from Jewel and Acute, scored the second success of their visit. The smartness had to be seen to be appreciated, the spectacular display of marching, appearance and rifle movements at the wreath-laying ceremony at the War Memorial was excellent.

I term it the second success because of the immaculate appearance of both ships after such an extensive sea training programme.

The efforts by both Ships' Companies in getting them up to date and looking like show pieces did not go unnoticed.

Commencing Saturday afternoon the French put on through the streets of Rouen a procession depicting the life of Joan of Arc from early childhood, this magnificent affair with the dress, costumes and performance of those taking part, one was vividly taken back to the period of 500 years ago.

The climax of this moving spectacle was music and singing from the Opera

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COPNOR.—Modern, 6 rooms, bathroom, basin, 2 w.c.s., garden, conservatory, shed; back entrance; shopping centre, buses—S.Pier, Airport, Dockyard.—Owner, 81 Tangier Road, Portsmouth.

WELL-FURNISHED single bedroom, sleeping only; use of bathroom, 2s, weekly; vacant August 18.—Pritchard, 43 Lawrence Road.

TO LET FURNISHED, Devonshire Avenue, Southsea, 2 rooms and kitchen, use bathroom, from September 8, P.O. and wife preferred; no children.—Box 39 "Navy News."

ACCOMMODATION

TWO FURNISHED ROOMS, own kitchen and toilet; use of bathroom; vacant September 1. Sorry, unsuitable children.—Fancy, "St. Just," 1 Devonshire Avenue, Southsea.

WELL FURNISHED sunny front bed-sitting-room; gas stoker and fire; own meter; everything supplied; use of bathroom; suit couple; no children; vacant September 3.—Pritchard, 43 Lawrence Road, Southsea.

WELL-FURNISHED single bedroom, sleeping only; use of bathroom, 2s, weekly; vacant August 18.—Pritchard, 43 Lawrence Road.

TO LET FURNISHED, Devonshire Avenue, Southsea, 2 rooms and kitchen, use bathroom, from September 8, P.O. and wife preferred; no children.—Box 39 "Navy News."

"Le Triomphe de Jeanne" specially written for the occasion. Singers and music were housed in a castle-like building erected under the bridge, it really was most enjoyable, the singing and music issued forth sadness, gladness, tragedy and triumph, the population witnessing was strangely quiet but very moved; to be brought back to life at the end of the Opera by a firework display to end a most memorable day.

On Sunday, June 24, the President of the French Republic M. René Coty took the Salute at a Parade where most walks of life was represented. Naval, Military, Church, children from the convents, women's Services, Old Comrades, etc., even a homage to Jeanne d'Arc from England, took part on this great occasion.

I have and many more that watched this parade had the occasion to feel very proud of members of our forces on parade in foreign countries. Never can I remember feeling more so, as I watched first the guard from Jewel then Acute pass the saluting base and keep it up through the streets. They really were first class and a great credit to the country and Service they represented.

On Monday the French people of Rouen were entertained by both ships and quoting the French Press it was a huge success.

On Tuesday, June 26, at 1800, Jewel and Acute slipped their berths, for the interesting voyage down the river Seine.

The people of Rouen were most friendly and a lot of good was made with this visit.

Rouen will not forget the Royal Navy, least of all Jewel and Acute. The bearing, behaviour and smartness of the British sailor on this occasion was everything that could be desired.

It is this that makes "entente cordiale."

by D. B. Knight

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C.P.O., wife and two children require furnished accommodation end of August, Lee-on-Solent preferably.—Box 38 "Navy News."

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MISCELLANEOUS

SUBMARINE SOUVENIRS wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-boats wanted.— Summers, Red Lion, Henley-on-Thames.

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Through the Caledonian Canal in a Whaler

SEVEN OF us were lucky to be selected to sail H.M.S. Scorpion at 1600 on July 15. We were very bronzed and fit, and proud at having achieved something which, according to the lock-keepers, had not been done by a boat without some form of auxiliary motor, for thirty-two years. We decided unanimously that this had been the most enjoyable experience since we joined the Royal Navy.

At 0730 on July 12 we were dropped by the ship off the entrance to the Inverness Firth and with a "soldier's wind" practically all the way we made good speed. With our wireless set we were able to report our progress to the ship each day.

The first evening we pitched our tents in the beautiful grounds of The Abbey School, Fort Augustus, situated at the western end of Loch Ness. The weather was very kind with a blazing sun and the scenery was breathtakingly beautiful. We were wakened early in the morning of the second night by rain, and three optimists too lazy to pitch their tents the evening before, were caught unprepared and were seen scuttling under the mainsail in the whaler to sleep fitfully on the bottom boards.

It has to be confessed that we did accept a tow in Loch Ness from a Dutch Coaster when, on the evening of the 12th, the wind died away suddenly, but otherwise we were able to sail and did not have to resort to oars or the tow-path except on a few very sheltered corners.

By noon on the 14th we were through the twenty-eight locks and running free down Loch Linnhe at nearly nine knots. That night we camped in Loch Leven at Ballachulish and sailed next day at noon from Oban on the ebb tide.

We were shown great kindness throughout the trip and the local people seemed very interested in us. We became very efficient at using the "Sherpa" tents and cookers and built up hefty muscles operating the lock-gates and sluices. Despite many hopes that we would be becalmed or other-

NAVY NEWS CROSSWORD

IT IS regretted that due to the pressure on our space this month we are unable to include the usual crossword.

The solution to crossword No. 23 is as below. The compiler, who will notice, omitted to give us the clue for 28 and 30 down.

ACROSS:—1. Coaching Station; 8.